SUPPLEMENT TO THE

MYSORE GAZETTE.

No. 43 Published by Authority. of 1880.

BANGALORE, SATURDAY, OCTOBER 30, 1880.

PUBLIC WORKS DEPARTMENT.

The 13th September 1880.

No. 299.

Circular No. 17 Railway, dated Simla, 21st August 1880.

GENERAL RULES FOR INDIAN RAILWAYS.

READ again—

Section 8 of Act IV, the Indian Railway Act of 1879.

Government of India, Public Works Department, Resolution Nos. 0210-0227 R. T., dated the 23rd February 1880.

Government of India, Public Works Department, letter Nos. 312-22 R. T., dated the 10th May 1880.

READ also—

Letter No. 1148, dated 20th March 1880, from the Consulting Engineer, Calcutta.

Letter No. 199 R., dated 21st April 1880, from the Government of the North-Western Provinces and Oudh.

Docket No. 3157 G., dated 4th May 1880, from the Consulting Engineer, Lahore, and annexure.

Letter No. 82 C., dated 18th May 1880, from the Chief Commissioner, Central Provinces.

Letter No. 2058, dated 26th May 1880, from the Consulting Engineer, Calcutta.

Docket No. 1045, dated 28th May 1880, from the Consulting Engineer, Lucknow, and annexure.

Memorandum No. 4069 G., dated 3rd June 1880, from the Consulting Engineer, Lahore.

Letter No. 1460, dated 3rd June 1880, from the Government of Bombay, and enclosures.

Letter No. 478S.-R., dated 4th June 1880, from the Government of Bengal.

Letter No. 158R. G., dated 5th June 1880, from the Resident at Hyderabad.

Docket No. 2298, dated 8th June 1880, from the Consulting Engineer, Calcutta, and enclosures.

Letter No. 705R., dated 14th June 1880, from the Government of the North-Western Provinces and Oudh.

Letter Nos. 2818-66E.-R., dated 9th June 1880, from the Chief Commissioner, British Burma.

Letter No. 348B.-R., dated 16th June 1880, from the Government of Madras, and enclosures.

Letter No. 1757, dated 8th July 1880, from the Government of Bombay, and enclosures.

Government of India, Public Works Department, letter No. 821R.-T., dated 4th August 1880, to the Government of Madras.

Government of India, Public Works Department, letter No. 822R.-T., dated 4th August 1880, to the Government of Bombay.

Government of India, Public Works Department, letter No. 823R.-T., dated 4th August 1880, to the Consulting Engineer, Lahore.

Resolution.—The Governor General in Council is pleased, in supersession of all previous rules on the subject, to sanction, with effect from the 1st October 1880, the accompanying General Rules which have been made by the several Railway Administrations under Section 8 of the Indian Railway Act, 1879, for regulating the travelling upon, and the use, working and management of the, railways, respectively directed by such administrations.

Order.—Ordered, that this Resolution be communicated to the Local Governments, Administrations and Officers noted in the margin for information and guidance.

The Government of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners, Central Provinces, British Burma and Assam.
The Resident at Hyderabad.
The Agents to the Governor General for Rajputana, Central India and Beluchistan.
The Directors General of Railways and Telegraphs.
The Consulting Engineers to the Government of India for Guaranteed Railways.

Also to the Foreign Department for communication to the Chief Commissioner of Mysore and Coorg.

Ordered also, that this Resolution, together with the General Rules, be published in the *Gazette of India*, as directed by Section 8 of the Indian Railway Act of 1879.

INDIAN RAILWAYS.

GENERAL RULES FOR ALL RAILWAYS IN INDIA

MADE IN CONFORMITY WITH SECTION 8 OF "THE INDIAN RAILWAY ACT, 1879."

The rules comprised in this code shall be held applicable to, and are to be observed on, all lines of Railway in India used for the public conveyance of passengers or goods, unless specially exempted by the Governor General in Council.

Each Railway Administration may hereafter make such subsidiary rules as may be found necessary or expedient, provided that no such subsidiary rule shall be inconsistent with these general rules.

Every Railway servant is bound by the terms of his employment to obey both the general and the subsidiary rules.

SECTION I.

INTERPRETATION CLAUSES AND DEFINITIONS.

Catchwords.

The catchwords in the margin of this code have been added merely for the purpose of facilitating reference; they are not to be held either as an integral part of the code, or in any way giving an interpretation to the clauses to which they are annexed.

Definitions.

2. In the rules comprised in this code unless there is something repugnant in the subject or context:—

Written.

"Written" instructions, orders, forms, &c., include documents which are printed, lithographed, or prepared by other processes, and instructions which are sent by telegram;

Main line.

"Main line" means the line ordinarily used by trains to run through and between stations on any part of a Railway;

Train.

"Train" means an engine with or without vehicles attached;

"Passenger train" means a train intended for the conveyance of passengers and other coaching traffic ;

Passenger train.

"Goods train" means a train intended for the conveyance of general merchandize ;

Goods train.

And includes—

(*a*) trains carrying livestock ;
(*b*) trains carrying minerals ;
(*c*) trains carrying materials ;

"Mixed train" means a train intended to convey both passengers and goods ;

Mixed train.

"Ordinary train" means a train, whether passenger, goods, or mixed which is entered in the working time-tables ;

Ordinary train.

"Special train" means any train not classed as an "Ordinary train ;"

Special train.

"System of working" means the system adopted for the time being on any portion of a Railway, as prescribed in Rule 3 and as detailed in Sections XIII to XIX ;

System of working.

"Station" means any place—

Station.

(I) at which traffic is booked, and where authority is given for trains to proceed ;

(II) at which authority is given for trains to proceed under the "System of working ;"

"Station limits" include all traffic lines and premises within the distant signal or signals if such be provided :

Station limits.

Where no distant signal is provided, the "Station limits" extend to the outside points ;

Where there are no points, and no distant signal the "Station limits" extend to the ends of the platform, or other positions fixed in each case ;

"Authorized Officer" means the person who usually issues instructions of the nature referred to in each case ;

Authorized Officer.

"Special instructions" means instructions given by the "authorized Officer ;"

Special instructions.

"Station Master" means the person on duty responsible for the time being for working the trains and traffic within "Station limits ;"

Station Master.

And includes—

(*a*) Assistant Station Master ;
(*b*) Inspector ;
(*c*) Clerk in charge ;
(*d*) Any other person appointed to the charge of a Station ;

"Ganger" means the man in charge of a gang of men employed on repairing the permanent way whatever he may be called on any particular Railway ;

Ganger.

"Driver" means the person in charge for the time being of a working locomotive engine ;

Driver.

"Station signal" means the signal which on some Railways is called "Main" or Home" or "Platform" signal ;

Station signals.

"Guard" includes the under Guard, and any Brakesman or other person who may, for the time being, be performing the duties of the Guard ;

Guard.

SECTION II.

General Management.

3. Every Line of Railway upon which engine power is used, for the public conveyance of passengers or goods, must be worked on one of the following system, *viz.*,—

System of working.

"Line clear and caution message,"	"Train Despatching,"
"Absolute block,"	"Pilot Guard,"
"Train following,"	"One Engine only,"
"Train Staff and Ticket,"	

in accordance with the rules laid down in Sections XIII to XIX for the system adopted.

4. On a double line trains must invariably be run on the left hand road, except under special instructions to the contrary and in accordance with rule 28.

Double and single line working.

On a single line no engine, with or without a train, shall be permitted to leave one station for another until it shall have been ascertained that the line between those stations is clear of engines and trains coming from the opposite direction, and of all impediments as far as can be known.

When allowable under the system adopted for working, trains may follow one another between stations in the same direction under special instructions on both single and double lines in accordance with rules 23 and 24.

5. Except when necessary to carry passengers in goods vehicles, no passenger or mixed train shall be allowed to move from any station unless it be provided with an arrangement by which the Guard can communicate with, make his way, or otherwise get access to every passenger carriage in the train.

Passage for Guard to carriages.

6. No engine shall be allowed to push a train, or portion of a train, or fuel truck, unless within station limits, or under special instructions.

Engine not to push.
Same as Rules 183 and 246.

7. Except in the case of an engine running without vehicles, no train shall be despatched from any station without one or more brake-vans, and one or more Guards, and all the necessary lamps and other appliances.

Brake-vans, &c.

8. Whenever any train or engine is timed to run, or from any cause is expected to run, on any portion of the line later than sunset and before sunrise, the signal lamps must be lighted at sunset. During twilight in the mornings and evenings, both day and night signals must be used. The signal lights must not be put out until broad day-light except under instructions from an authorized officer.

Signal lights.
Same as Rules 104 and 162.

In foggy or stormy weather when the day signals cannot be seen plainly, the signal lamps must be lighted, and kept burning, and at such times both the day and night signals must be used.

9. No engine shall be driven tender, or fuel truck, foremost, except within station limits, without a written order, or unless in cases of unavoidable necessity to be established by the Driver.

Engine not to run tender foremost.
Same as Rule 230.

10. No special train, or light engine, shall leave a station unless previous notice shall have been given, when practicable, to all stations concerned.

Special trains.

11. Madras time, or such time as is adopted on each Railway in India, shall be sent to the principal stations in accordance with authorized instructions.

Time.

12. No person suffering from an infectious disease shall enter a Railway carriage or premises without previously notifying to the Station Master that he is so suffering, and obtaining from him permission to enter under special instructions.

Infectious diseases.
Same as Rules 143 and 202.

13. Any one being in attendance on a person suffering from an infectious disease is subject to the same restrictions, while travelling by Railway, as if he himself were suffering from the disease.

Attendants.
Same as Rules 144 and 203.

14. The maximum number of passengers that may be carried in each compartment of every description of carriage must be fixed by the Railway Administration with the approval of Government, and such number must be distinctly exhibited, inside each first and second class compartment in the English language, and both inside and outside of each compartment of all classes inferior to the second class, in conspicuous places in English and in the vernacular language most commonly used in the districts through which the Railway passes.

Maximum number of passengers.

15. Tickets are only available from the date and for the period specified by the Railway Administration by which they are issued.

Period for which tickets are available.

16. Any person found smoking, or having an open light or fire, in good-sheds, store yards, or, who persists in smoking, after being warned by a Railway servant or Police Officer to desist, on any other portion of the Railway premises, where such practice may be deemed dangerous by the authorized officer, shall be liable to immediate removel from the Railway premises, and to a fine which may extend to fifty rupees, or, in default of payment of such fine, to simple imprisonment for a term which may extend to two months.

Smoking on Railway premises.
Same as Rule 141.

17. In the event of any person being drunk and disorderly, or causing annoyance to others, the Station Master is to use all reasonable means to stop the annoyance, and if the offender persists, the Station Master is to have him removed from the Railway premises, and the offender is liable to prosecution under the Railway Act.

Disorderly persons.
Same as Rule 140.

18. Every person desirous of travelling on a Railway shall, upon payment of his fare, be furnished with a ticket specifying in English and the principal vernacular language of the district in which the ticket is issued, the class of carriage for which and the place from and place to which, the fare has been paid, and the amount of such fare.

Tickets to be furnished.

And every passenger shall, when required, shew his ticket to any Railway servant duly authorized to examine the same, and shall deliver up such ticket upon demand to any Railway servant duly authorized to collect tickets.

Tickets to be shewn and given up.

19. At the intermediate stations, the fares shall be deemed to be accepted and the tickets furnished only upon condition that there be room in the train for which the tickets are furnished.

Tickets at intermediate stations.

In case there is no room for all the passengers to whom tickets have been furnished, those who have obtained tickets for the longest distance shall have the preference ; and those who have obtained tickets for the same distance shall have the preference according to the order in which they have received their tickets.

Preferential right of ticket-holders.

20. Any passenger to whom a ticket has been furnished at any station and for whom there is no room shall, on returning the ticket within a reasonable time after its issue, be entitled to have his fare at once refunded.

Refund of fare.

21. No trespassing upon the Railway shall be allowed, and no person, other than a Railway servant, shall be permitted to walk on the line, unless provided with a license to do so, signed by an authorized officer of the Railway. If the trespasser, on being requested to quit, persists in remaining, he may be immediately removed from the Railway by any Railway servant or by any other person, and is liable to prosecution under the Railway Act.

Trespassing.
Same as Rule 50.

22. No carriage door shall be opened while the train is in motion.

Carriage doors.
Same as Rules 108 and 197.

23. Where the block system is not in operation, no train or engine shall be allowed to follow any other train or engine on the same line within ten minutes, unless it has been ascertained that the preceding train has arrived at the next station in advance.

Trains following.
Same as Rules 127 and 235.

24. Where the line is not worked under the block system, no passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train from a station within fifteen minutes, nor even then, until the engine driver has been properly warned of the time of the departure of the preceding train, and where it will next stop. But in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instruction of the authorized officer.

Trains following.
Same as Rules 128 and 256.

25. Fixed distant signals must be constructed to exhibit danger in case of any failure of their connections.

Distant signals to fly at danger.

26. Every portion of the permanent-way must be inspected daily on foot by some authorized person responsible for its condition; and bridges and all other works (including signals and signal wires) must be regularly inspected in accordance with rules laid down by the authorized officer.

Road to be inspected.
Same as Rule 290.

27. Special rules shall be laid down by the authorized officer for dealing with cases of fires in trains.

Fires in trains.

28. On the double line should an accident block one of the lines of Railway, so as to necessitate the passing of all up and down trains on a single line, immediate steps must be taken to establish single line working, on the rules adopted by each Railway for working in such cases.

When line is blocked.

29. Drivers with engines or trains must run within the limits of speed fixed for the section of the line upon which they are running.

Speed of trains.
Same as Rule 265.

These limits are not on any line to exceed, on the 5 feet 6 inch gauge, for passenger trains, sixty (60) miles an hour, and for goods and mixed trains thirty (30) miles an hour. On the metre gauge or other narrow gauge, these limits are not to be exceeded—for passenger trains, forty (40) miles an hour, and for goods and mixed trains, twenty (20) miles an hour.

30. Drivers with engines or trains must not make up between any two stations more time than is allowed to be made up in that distance by an authorized officer.

Making up time.
Same as Rule 266.

31. For the purpose of the Railway Act, the following are declared to be dangerous goods:—

Dangerous goods.

Carbolic Acid.	Aquafortis.	Coloured Fires.	Lathofracteur.
Fusel Oil.	Bromine.	Congreve Matches.	Lucifer Matches.
Kerosine Oil.	Chloride of Sulphur.	Crackers.	Nitrated gun-cotton.
Naphthalin.	Chloroform.	Combustibles.	Nitroglycerine and its compounds.
Paraffine.	Fluoric Acid.	Cotton powder.	Phosphorous.
Petroleum and other Hydrocarbon Oils.	Glacial Acetic Acid.	Cholorate mixture.	Percussion caps.
Rangoon Oil.	Mineral Acid, such as Muriatic Acid; Nitric Acid; Sulphuric Acid or Oil of Vitriol.	Detonators.	Schultze gun-powder.
Wood Naphtha.		Dynamite.	Tubes for firing explosives.
Muriate of Tin.		Firework composition.	
Nitrate of Iron.		Fireworks.	Vesuvians.
Perchloride of Iron.	Ammunition.	Fog signals.	War rockets.
Solution of Ammonia.	Amorphous Phosperous.	Fuze.	Explosive chemicals.
Sulphate of Indigo, concentrated.	Cartridges.	Gun-cotton.	All other explosives.
		Gun-powder.	
		Gun-cotton powder.	

32. Copies of the General Rules and Regulations must be supplied to Railway servants in accordance with rules 39 and 40.

Supply of Rules.

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SECTION III.

RULES GENERALLY APPLICABLE TO RAILWAY SERVANTS.

33. Each person in Railway service must devote himself exclusively to the service of the Railway on which he is employed, residing at whatever place may be appointed, attending at such hours as may be required, paying prompt obedience to all persons placed in authority over him, and conforming to all the rules and regulations of the Railway.

Obedience to instructions.

34. Any Railway servant who shall quit the service without having given one month's previous notice in writing, or the notice required by his agreement of service, shall forfeit all claim for pay due, and shall also be subject on conviction to the penalty prescribed in Rule 55.

Leaving service.

35. When any one leaves the service he must deliver up all Railway property in his charge; and no money due for wages will be paid until all articles, which have been supplied to him, shall have been delivered up in accordance with existing regulations. If not delivered up, or if any article be missing, or be damaged from neglect or by improper use, the cost of such article, or of the repair of such damage shall be deducted from any pay due to him or from any moneys held for him by the Railway authorities, and if such moneys should be insufficient to meet the claim, the balance will become a debt recoverable at law.

Surrender of Railway property on leaving.

36. All Railway servants are subject to immediate dismissal, or suspension without pay, for refusal of duty, disobedience of orders, negligence, misconduct, absence without leave, or for any neglect of these regulations; and may be held liable for all damages occasioned by misconduct or negligence; and are also subject on conviction to the penalty prescribed in Rule 55.

Misconduct, &c.

37. The pay of every servant always includes his services during all hours, whether early or late, as may be determined from time to time by his superior.

Pay.

38. Intoxication on duty renders the offender liable to dismissal; and also to criminal prosecution under the Railway Act.

Intoxication.

39. A copy of these rules and regulations shall be supplied to each Railway servant who understands English, and who is in any way connected with the out-door working of the Railway, or with the working of trains.

Supply of Books of rules.

Each Native subordinate who is in any way connected with the out-door working of the Railway or with the working of trains, and who may be unacquainted with the English language, shall be provided with a translation, in such language as he understands, of those rules, or of the section relating to his duties.

Rules in the Vernacular.

40. Every servant must make himself acquainted with the rules or sections of the rules supplied to him, and must produce his copy when required. If the copy be lost, defaced or torn, he must apply to his immediate superior for a new one which will be supplied at the cost of the servant. Any Railway servant who should have a copy and is found without one is liable to punishment.

Servants to be acquainted with rules and keep copies.

Station Masters, Foremen, and Gangers or Mestris of Platelayers, are responsible that the subordinates working under them are acquainted with all the rules relating to their respective duties.

Station Masters, Foremen, &c., responsible that their subordinates are acquainted with rules.

41. Every servant is required to assist in carrying out the rules and regulations, and must immediately report to his superior any infringement thereof, or any occurrence affecting the safe and proper working of the Railway which may come under his notice.

All persons must assist in carrying out rules.

42. The safety of the public must, under all circumstances, be the chief care of Railway servants.

Public safety.

43. No servant may, under any circumstances, absent himself from duty without proper permission.
Absence from duty.

44. Every person required to wear uniform is to appear in it, clean and neat when on duty.
Uniform.

45. The conduct of all servants must be prompt, civil and obliging. They must at all times afford every proper facility for the business to be performed, and be careful to give correct information.
Conduct of servants.

46. Swearing and immoral language, and violent altercations and threats, are strictly prohibited.
Improper language.

47. No Railway servant is allowed to travel on the railway unless provided with a proper ticket or free pass; nor is he allowed to ride on the engine, or in the brake-van, or in any vehicle in which luggage or parcels are conveyed, unless in the execution of his duty, without written permission from an authorized Officer.
Ticket or pass necessary.

48. No money or gratuity, in the shape of fee, or reward, is allowed to be taken from passengers, or other persons, by any Railway servant, even although the regular hours of duty shall have expired, without the permission of the Railway Administration. Any infringement of this rule renders the offender liable to immediate dismissal and on conviction to imprisonment for three years or to fine, or to both under Sections 161 to 165 of the Indian Penal Code.
Gratuities.

49. Drivers, Guards, and others directly connected with the working of trains, shall not, when on duty, be supplied with spirituous liquors at refreshment-rooms, except under rules framed by an authorized Officer.
Spirituous liquors.

50. No trespassing upon the Railway shall be allowed, and no person other than a Railway servant shall be permitted to walk on the line unless provided with a license to do so, signed by an authorized Officer of the Railway. If the trespasser, on being requested to quit, persists in remaining, he may be immediately removed from the Railway by any Railway servant or by any other person, and is liable to prosecution under the Railway Act.
Trespassing. Same as Rule 21.

51. In the case of accident or obstruction the safety of passengers must be deemed of the first importance. The most prompt mode of communicating the circumstances to the next station, and to head-quarters, must be adopted, and all possible assistance may be demanded from, and must be promptly rendered by, any Railway servant whose services may be needed.
Accident.

52. Any lost article found on the Railway line and premises must be immediately made over to the nearest Station Master to be dealt with in accordance with special instructions. See Rule 139.
Lost Articles.

53. The staff along the line must always be prepared for special trains without previous notice.
Special trains without notice.

54. Drivers, Guards, and others must invariably report to the nearest Station Master any defective signals, or obstruction of them, or neglect in working them.
Defective signals to be reported. Same as Rule 80.

55. Any person committing a breach of Rules 34, 36, 43, 46, and 47 shall be liable to a fine which may extend to fifty rupees, or, in default of payment of such fine, to simple imprisonment for a term which may extend to two months.
Breach of Rules.

SECTION IV.

SIGNALS.

56. RED is a signal of "DANGER"—Stop.

Colours.

GREEN is a signal of "CAUTION"—Go slowly.

WHITE is a signal of "ALL RIGHT"—Go on.

Hand Signals.

57. The hand signals shall be made by flags in the day and by lights at night or in foggy weather or in tunnels.

Hand Signals.

58. When the line is clear the Signalman must either stand erect with his flag in his hand, thus—

or display a white flag, or white light.

ALL CLEAR.

59. If it be necessary to proceed with "Caution," the green flag will be elevated thus—

or the green light shewn.

CAUTION.

60. If it be necessary to proceed with "Caution" from any defect in the road or rails, the green flag will be depressed thus—

or the green light shewn.

CAUTION.
(RAILS.)

61. If it be necessary to stop, the red flag will be shewn and waved to and fro, the Signalman facing the engine thus—

or the red light shewn.

DANGER.

62. In the absence of flags—

Both arms raised above the head denotes "Danger," thus—

DANGER.

One arm raised with the hand above the head denotes "Caution," thus—

CAUTION.

One arm held in a horizontal position across the line of rails denotes "All Right," thus—

ALL RIGHT.

63. In the absence of a green light, a white light waved slowly from side to side denotes "Caution"—Go slowly.

Caution with white light.

64. In the absence of a red light, any light moved up and down or waved violently denotes "Danger"—Stop.

Danger signal with any light.

Fixed Signals.

65. The fixed signals are, for the most part, constructed with one or more Semaphore arms for day signals, and with one or more lamps for night; but disc and other signals are in some cases used.

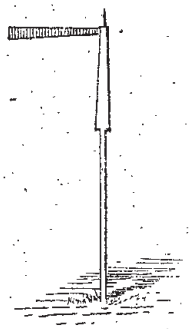
Fixed signals.

The day signal is invariably made by the arm on the left hand side of the post as seen by the Driver of an approaching engine.

Semaphores on the left hand side.

66. The "Danger Signal" is shewn in the day time by the arm on the left hand side of the post being raised to the horizontal position, thus—

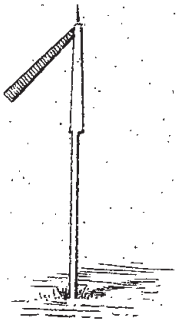
and by the exhibition of a *red* light by night.



DANGER.

67. The "Caution Signal" is shewn in the day time by the arm on the left hand side of the post being placed halfway to the horizontal position, thus—

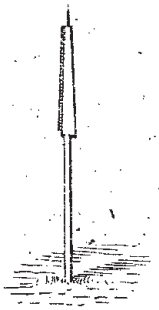
and by the exhibition of a *green* light by night.



CAUTION.

68. The "All Right Signal" is shewn in the day time by the arm on the left hand side being lowered to the post, thus—

and by the exhibition of a *white* light by night.



ALL RIGHT.

69. Except at level-crossings worked under Rule 336, fixed signals are always to be kept at "Danger," and lowered or reversed only to allow a train or engine to pass.

Signals to be kept at "Danger."

Station Signals.

(*Also called "Main," or "Home," or "Platform" Signals.*)

70. Station signals are placed at stations, junctions, sidings outside station limits, and signal boxes, and when at "Danger," no train or engine must pass them, or foul the crossings or points to which they apply, except as prescribed in Rules 72 and 77.

Station Signals.
Same as Rule 231.

71. Station signals at junctions must never be passed when at "Danger" by the train to which the signal applies.

Junction signals.
Same as Rules 158 and 232.

72. Station signals at stations, sidings, and signal boxes (other than at junctions) must never be passed when at "Danger" unless the Driver is signalled past by hand by a person duly appointed by an authorized Officer.

Passing Station signal.
Same as Rules 159 and 233.

73. Station signals must invariably stand at "Danger" except when lowered for an approaching train.

Station signals at "Danger."

67

Distant Signals.

74. Distant signals are fixed at a considerable distance from the station, and are constructed to exhibit the "Danger" and "All Right" signals only, or "Danger" and "Caution" signals only.

Distant signals.

75. Distant signals must be replaced at "Danger" immediately they are passed by an engine.

Use of distant signals.

76. When a distant signal is at "Danger," the Driver of an approaching train must bring his train to a *dead stop* outside of it, and must then ascertain if the line is clear to admit the train within it. If the line be clear, he must at once draw the train cautiously within the distant signal so as to be protected by it, and then stop until signalled into the station in accordance with rules prescribed by the authorized Officer. If, however, there is any obstruction on the line so near to the distant signal as to prevent the whole of the train from passing safely within it, the rules for the protection of trains when stopped outside station limits must be immediately carried out—See Rules 179 and 240.

Observance of distant signals.
Same as Rule 234.

77. Station and distant signals apply only to trains or engines running in the proper direction, and must not be used for any other purpose. Trains or engines shunting from one main line to another, or shunting into, or out of, sidings connected with the main line, must, unless special signals are provided for the purpose of signalling such operations, be signalled past the station signal, either verbally, or by handlamp, or flag, as occasion may require; it being necessary, in such cases, that the Danger signal should be exhibited at the station signal as well as at the distant signal, for the protection of the train or engine so employed.

Signals apply to proper direction.
Same as Rule 235.

78. Every Station Master, or other person, must, in the event of any signal under his charge becoming defective, immediately report the case to his immediate superior, and to the nearest Permanent Way Inspector; and the Station Master shall place a competent man or men with the necessary hand signals and detonators to signal in lieu of such defective signal, until it is again in proper working order.

Defective signals.

When the Station Master cannot provide proper men from his own staff, he must apply to the nearest Permanent Way Inspector for competent men.

79. Except at places specially exempted upon each railway, the absence of a signal at a place where a signal is ordinarily shewn, or a signal imperfectly exhibited, must be considered a danger signal, and treated accordingly, and the fact reported to the Station Master.

Absence of signals.
Same as Rules 190 and 238.

80. Drivers, Guards, and others must invariably report to the nearest Station Master any defective signals, or obstruction of them, or neglect in working them.

Defective signals to be reported.
Same as Rule 54.

Detonating Signals.

81. Every Guard, Driver, Foreman of works, and Ganger or Mestri of Platelayers will be provided with detonators of fog signals which they are always to have ready for use whilst on duty; and every person in charge of a station must keep a supply of these signals in a suitable place, easy of access.

Supply of detonators.

82 In thick, foggy, or tempestuous weather, and in cases of obstruction, detonators must be used in addition to the regular day and night signals, in accordance with Rules 86, 87, 88 and 179.

Use of detonators.

83. Detonators must be carefully handled, as they are liable to explode if roughly treated. It is necessary to keep them well protected from damp. At least one from each person's stock must be tested, at intervals of not more than one month, to ensure that they are in good condition. Station Masters in charge of stations, where extra supplies are kept for Guards and others, shall test at least one from each box before issue.

Testing detonators.

84. Detonators must be placed on the rail (label or brand upwards) and secured by bending the clasp round the upper flange of the rail. A detonator explodes with a loud report, when an engine passes over it and the Driver must stop as quickly as possible, and then proceed cautiously to the place of obstruction, or until he receives an "All Right" signal.

Placing.

Train Signals.

85. On both double and single line between sunset and sunrise and during foggy weather, every train must exhibit a Red Tail Light and two Red Side Lights in rear of the train; and every engine running alone must exhibit at least one Red Tail Light; in both cases Head Lights prescribed by the authorized Officer must be exhibited.

Engine and train lights. Same as Rule 248.

In the case of two or more engines running coupled together without a train, the first engine only must exhibit the prescribed Head Lights, and the last engine only must exhibit at least one Red Tail Light.

This rule does not apply to engines and trains doing station work.

SECTION V.

Signalling in foggy or tempestuous weather, or during dust-storms.

86. In foggy or tempestuous weather two detonators 10 yards apart must be placed on the rail by the signalman or other trained servant selected by the Station Master at least one hundred yards outside the distant signal post, or, in the absence of a distant signal, at least seven hundred yards from the outside points. Drivers and Guards must report all cases of omission to do this.

Detonators.

87. On the double line, detonators must be renewed immediately after a train has passed over them; and on the single line they must be placed before an approaching train is due or expected.

Renewal.

88. The Station Master must see that fresh supplies of signals are sent to the men in place of those exploded; and in case it is necessary to keep a man out for any length of time, he must be relieved every six hours, and visited as often as practicable to ensure that he is on the alert.

Supplies and relief of men.

89. In foggy weather or in dust-storms, when the day signals cannot be seen plainly, the signal lamps must be lighted and kept burning.

Lamps to be lighted.

SECTION VI.

Station Masters and Clerks in charge of Stations.

90. Every Station Master, or person in charge of a station, is answerable for the security and protection of the office and buildings, and of the Railway property there. He is responsible for the faithful and efficient discharge of the duties devolving upon all the Railway servants, either permanently or temporarily employed at the station, or within its limits, and all such servants are subject to his authority and directions in the working of the line and station. He is also responsible for the general working of the station being carried out in strict accordance with all rules, regulations, and orders.

Responsibility of officers in charge of Stations.

91. Station Masters will receive their orders from, and report to, such Traffic Officer as may be placed over them.

Station Masters under Traffic Department.

92. It is the special duty of every Station Master, or such other person as may be appointed for the purpose by an officer of the Traffic Department, to attend to the arrival and departure of trains.

Arrival and departure of Trains.

93. The Station Master must always appear in uniform when on duty, if required.

Uniform.

94. The Station Master, or such other person as may be appointed for the purpose, must daily inspect the station, and see that all rooms, latrines, and other offices, and platforms, &c., are kept neat and clean.

Daily inspection of stations.

95. The Station Master must see that all orders and instructions are duly entered and executed, and that all books are regularly and neatly kept, and all returns properly prepared and submitted.

Office duties.

96. The Station Master must take care that all the servants at his station behave respectfully and civilly to the public and passengers of every class.

Civility to public.

97. The Station Master must take care that all the servants at his station come on duty at proper times in a clean and tidy state, and in uniform when so required.

Servants coming on duty.

98. Every exertion must be made for the expeditious despatch of the station duties, and for ensuring the safety of the public and punctuality of the trains. But no train conveying passengers must be started before the advertized time.

Despatch of trains, &c.

99. The Station Master must report, without delay, to his superior officer, neglect of duty or other misconduct on the part of any of the Railway servants within station limits, and must also forward to his superior officer particulars of any complaint made by the public.

Misconduct to be reported.

100. The Station Master must see that the proper time-bills and notices are exhibited and renewed when necessary, and that they are removed when out of date.

Notices at stations.

101. The Station Master must not be absent without leave from his immediate superior; and in cases of illness he must inform his superior officer and take care that some competent person is entrusted with his duties.

Absence.

102. The Station Master must be careful that all stores supplied for the station are prudently and economically used, and that there is no waste of oil, stationery, &c.

Stores.

103. The greatest care must be exercised in the cleaning, trimming, and lighting of signal lamps, and Station Masters will be held responsible that this work is efficiently performed. The signal lamps must be lighted and extinguished in accordance with Rule No. 104.

Trimming signal lamps.

104. Whenever any train or engine is timed to run, or from any cause is expected to run, on any portion of a line later than sunset and before sunrise, the signal lamps must be lighted at sunset. During twilight in the mornings and evenings, both day and night signals must be used. The signal lights must not be put out until broad day light, except under instructions from an authorized Officer.

Lighting lamps.
Same as Rules 8 and 162.

In foggy or stormy weather, when the day signals cannot be seen plainly, the signal lamps must be lighted, and kept burning, and at such times both day and night signals must be used.

105. The Station Master on duty must look at the head and tail lamps of every passing train, and, if necessary and possible, must see that they are re-trimmed. But if the train does not stop at the station, and any of the lamps require trimming, he must immediately telegraph to the station in advance to stop the train and re-trim the lamps.

Lamps of passing trains.

106. At stations where roof lamps are supplied to trains, Station Masters are responsible that the lamps are properly cleaned and trimmed, and that no smoky, defective, or badly burning lamp is placed in the train.

Roof lamps.

107. The Station Master is responsible that, immediately on the stopping of each passenger train, the name of the station is called out along the train in a distinct and audible manner, and that the station servants pay immediate attention to any indication shewn by the passengers of their desire to alight.

Name of station to be called out.

108. No carriage door shall be opened while the train is in motion.

Carriage doors.
Same as Rules 22 and 197.

109. When a passenger or mixed train has come to a stand at a station—whether alongside, beyond, or short of the platform—the Driver must not move it for any purpose whatever except upon instructions from the Guard, under orders of the person in charge of the Station. The signal for the train to again move must not be given by the Guard until he has satisfied himself that no passenger is getting into, or out of, the train, and that all the carriage doors are closed. Before moving his train the Driver must sound his whistle sharply and distinctly.

Trains overrunning or stopping short.
Same as Rules 193 and 254.

110. The Station Master must leave it to the discretion of the Driver to determine what load the engine can take, but every instance of refusal to take the regulation load must be reported to the Traffic Officer.

Load of trains.

111. The Station Master is responsible that vehicles standing at the station or sidings are properly secured in accordance with rules prescribed by the authorized officer, and scotch blocks, where provided, fastened.

Securing stock in sidings.

112. The Station Master is responsible that all safety points and catch sidings, when it is not necessary that they should be opened, are closed against the line which they are intended to protect.

Safety points.

113. Facing points must in all cases be securely fastened or held for the passage of trains or vehicles.

Facing points.
Same as Rule 151.

114. No vehicle which is pronounced unfit by the Carriage and Wagon Examiner shall be run on a train; and no vehicle which has been off the road shall be allowed to run on the line between stations until it has been examined and passed by a competent Examiner, except in the case of derailment outside station limits, when, if the Driver considers it safe, the vehicle may be taken slowly to the next station.

Unfit vehicles.

115. No vehicle shall be loaded beyond its marked carrying capacity.

Load of vehicles.

116. Before the commencement of any loading or other operation by which any line of rails, in use for traffic purposes, may be fouled or obstructed, the person in charge of such operation must obtain the permission of the Station Master, who must see that all necessary steps are taken for the protection of traffic during such obstructions.

Protection of lines obstructed.

117. Carriages, machinery, timber, and other large articles in open trucks must be loaded within the authorized loading dimensions.

Loading vehicles.

118. When the jib of a crane or a load projects beyond its truck, whether standing in a yard or on a running train, it must be protected by a dummy, which dummy may be loaded.

Dummy wagon.
Same as Rule 212.

119. Station Masters must see that the shunting of trains, or crossing from one line to another, is performed only at such times and in such manner as will not incur danger.

Shunting.

120. No engine or vehicle must be shunted or moved so as to obstruct the main line until the proper signals have been exhibited, in one or both directions as may be necessary; and care must be taken when the main line is about to be obstructed, after a distant signal has been placed at "Danger" for the purpose of protecting it, that sufficient time is allowed to elapse for any approaching engine or train (which may have been near to or within such signal before it was so placed at "Danger") to pass before the obstruction takes place.

Shunting operations to be protected.
Same as Rule 184.

121. Should any vehicle or portion of a train escape from a station, immediate steps must be taken to warn the other station concerned, and prevent accident as far as practicable.

Vehicles escaping.

122. When vehicles are shunted at places situated on steep gradients, proper precautions must be taken to prevent any vehicle from running down the incline ; a sufficient number of brakes must be put on, and sprags or hand-scotches used, when necessary, to prevent the possibility of any vehicle running away. At such places a supply of scotches must be kept for the purpose. See Rule 210.

Shunting on inclines.

123. Fly shunting of vehicles against loaded passenger trains, or of vehicles containing passengers or live stock, is strictly prohibited.

Fly shunting.
Same as Rules 188 and 258.

124. The Station Master is responsible that all points, gates, and signals at his station are in proper working order. He must report the particulars of any defects to the nearest Permanent Way Inspector, and must advise his immediate superior.

Points and signals.

125. All vehicles shunted off at stations as empties must be carefully searched. The windows and lamp holes of all empty compartments must be closed when the carriages are standing or the sidings at the stations. See Rule 200.

Vehicles to be searched and windows to be closed.

126. Before a train starts, care must be taken that all carriage doors are fastened. The signal to the Driver to start must be given by the Guard, upon receiving intimation from the person in charge of the station, that all is right for the train to proceed. But no train shall be started until the rules of the system of working have been complied with. See Rule 171.

Starting of Trains.

127. Where the block system is not in operation, no train or engine shall be allowed to follow any other train or engine on the same line within ten minutes, unless it has been ascertained that the preceding train has arrived at the next station in advance.

Interval between trains.
Same as Rules 23 and 255.

128. Where the line is not worked under the block system, no passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train, from a station within fifteen minutes, nor even then, until the Driver has been properly warned of the time of the departure of the preceding train, and where it will next stop. But in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instructions of the authorized Officer.

Trains following each other.
Same as Rules 24 and 256.

129. No passenger train shall be stopped at station where it is not timed to call, for the purpose of taking up or setting down passengers, without special authority.

Trains not to stop where not timed.

130. At stations where Carriage Examiners are kept, the Station Master, before starting the train, must satisfy himself that the examination of it has been completed, and that the train is all right and fit to proceed. Where Examiners are not kept, steps must be taken to remedy any defects that may be observed in the running of vehicles by supplying oil or grease to the axle-boxes where required, or removing the defective vehicle from the train when necessary.

Examination of trains.

131. In case of obstruction or accident, the Station Master must obtain all necessary assistance as soon as possible, and report the occurrence by telegraph, or by the most expeditious means, to the next station on the other side of the accident, so that notice may be given to the Drivers and Guards of approaching trains. See Rule 186.

Accidents.

132. The Station Master nearest to the place at which any accident attended with loss of human life or serious injury to person or property or any accident of a description usually attended with such loss or injury, occurs, must, without unnecessary delay, give notice in writing or by telegraph of such accident to the nearest Magistrate and to the officer in charge of the Police Station in the jurisdiction of which the accident occurs, or to such other Magistrate or Police Officer as the Local Government from time to time appoints in this behalf.

Accidents to be reported.

The Station Master must also report to officers of the Railway all accidents in accordance with special instructions.

Trains working between stations.
Same as Rules 201, 279 and 315.

133. In case a train may have to stop between stations, to take up or put down material, the permission of the Station Master of the last station, before the stoppage has to be made, must be obtained, before the train leaves such station. The Station Master must take care to give all necessary instructions.

No person to travel without ticket.

134. No person shall be allowed, without proper authority, to enter any carriage for the purpose of travelling therein unless the fare has been paid and a ticket obtained. See Rule 199.

Passenger committing offence.

135. If any passenger shall refuse, or be unable, to produce a proper ticket, or shall commit any other offence, the case must be immediately investigated by the Station Master, and he is to exercise his discretion as to the proceedings to be taken, always reporting to his immediate superior.

Detention of offenders.

136. The power of arrest and detention is to be exercised with the greatest caution, and never where the address is given, and there is no good and sufficient reason to doubt its correctness; or adequate security is offered for appearance to answer a charge. When it shall be necessary to detain any person, such detention shall not continue for a longer period than is absolutely necessary; but such person must be conveyed before a Magistrate with as little delay as possible.

Discretion to be used.

137. As it is the intention which constitutes the offence, caution and discretion must be used in treating different cases as it frequently occurs that passengers travel unintentionally, beyond the distance for which they have paid their fares. In such cases they may be allowed to return to the station for which they booked on payment of the ordinary single fare for the distance overridden, provided they return by the next train, and do not, in the interval, leave the railway premises.

Passengers without tickets.

138. Passengers not producing their tickets are required to pay the fare from whence the train started, until enquiry can be made in order to ascertain whether the fare had been previously paid, or not; in every case the circumstance must be enquired into without delay and reported. See Rule 199.

Lost property.

139. An account of all unclaimed luggage, and any lost property found on the line and on the Railway premises must be kept by the Station Master, and all such must be dealt with in accordance with special instructions. See Rule 52.

Disorderly persons.
Same as Rule 17.

140. In the event of any person being drunk and disorderly, or causing annoyance to others the Station Master is to use all reasonable means to stop the annoyance and if the offender persists, the Station Master is to have him removed from the Railway premises, and the offender is liable to prosecution under the Railway Act.

Smoking on Railway premises.
Same as Rule 16.

141. Any person found smoking or having an open light or fire in goods-sheds or store yards, or who persists in smoking after being warned by a Railway servant or Police Officer to desist on any other portion of the Railway premises where such practice may be deemed dangerous by the authorized Officer, shall be liable to immediate removal from the Railway premises, and to a fine which may extend to fifty rupees or, in default of payment of such fine, to simple imprisonment for a term which may extend to two months.

Lights in vehicles.

142. No unprotected light shall be allowed in any Railway vehicles.

Infectious diseases.
Same as Rules 12 and 202.

143. No person suffering from an infectious disease shall enter a Railway carriage or premises without previously notifying to the Station Master that he is so suffering and obtaining from him permission to enter under special instructions.

Attendants.
Same as Rules 13 and 203.

144. Any one being in attendance on a person suffering from an infectious disease is subject to the same restrictions while travelling by Railway as if he himself were suffering from the disease.

145. No person suffering from an infectious disease is to be allowed to travel in the same compartment with other passengers, but must take and pay for reserved accommodation ; and special precaution is to be taken against the infection being communicated to other persons on the Railway premises.

Reserved compartment for infectious diseases.
Same as Rule 204.

146. Any person found suffering from an infectious disease in a Railway carriage or in any place on a Railway where there is likelihood of the infection spreading, and who has not obtained the permission of the Station Master under Rule 12, is to be removed from the Railway premises, and shall, on conviction under section 268 of the Indian Penal Code, be liable to imprisonment for six months, or to fine, or to both, or on conviction under section 270 of the Indian Penal Code be liable to imprisonment for two years, or to fine, or to both.

Power to remove persons suffering from infectious disease.
Same as Rule 205.

147. If any Railway carriage has been entered by a person suffering from an infectious disease, such carriage must be disinfected immediately after it has arrived at its destination, and no passenger shall be allowed into it until the disinfection has been completed.

Disinfection of carriages.
Same as Rule 206.

148. Prisoners and persons afflicted with insanity must not be allowed to mix with other passengers, but must be placed, with their escort, in a prison-van or separate compartment, upon reserved accommodation being paid for.

Prisoners.
Same as Rule 207.

149. No engine, or other vehicle, the property of a private owner, shall be allowed to enter upon the main line, except under special arrangement.

Private vehicle.

SECTION VII.

Pointsmen and Signalmen.

150. Pointsmen must be careful to keep their points clear, and whenever a train or engine has passed, they must remove anything that may have got within the points so as to prevent them from closing.

Care of points.

151. Facing points must, in all cases, be securely fastened or held for the passage of trains or vehicles.

Facing points.
Same as Rule 113.

152. Points must not under any circumstances be fastened in any other than the manner prescribed by an authorized officer.

Points.

153. Whenever points, crossings, or guide rails are injured, or damaged, the Pointsman must immediately report the circumstance to his superior officer, and, if possible, to the nearest Permanent Way Inspector.

Injured points to be reported.

154. Signalmen and Pointsmen must not leave the signals or points of which they have charge during their period of duty.

Regular attendance when on duty.

155. Men in charge of signals must pay particular attention to the rules for working signals.

Attention to signal rules.

156. All signals must be kept ready for immediate use. Every man who has charge of, or uses, signals must bring any defect to the notice of his superior.

Signals ready for use, &c.

157. Signalmen and pointsmen must have with them, when on duty, flags and hand signal lamps which must be lighted when necessary.

Hand signals.

158. Station signals at junctions must never be passed when at "Danger" by the train to which the signal applies.

Junction station signals.
Same as Rules 71 and 232.

159. Station signals at stations, sidings, and signal-boxes (other than at junctions) must never be passed when at "Danger" unless the Driver is signalled past by hand by a person duly appointed by an authorized officer.

Station signals other than at junctions. Same as Rules 72 and 233.

160. No line shall be obstructed or occupied by shunting or otherwise, until the signals applicable to it have been placed at "Danger."

Obstruction of line.

161. Should any impediment or obstruction exist upon the line within the sight or knowledge of the Pointsman or Signalman, he must exhibit the "Danger" signals and must not allow any train or engine to pass in that direction, until such impediment or obstruction has been removed, and the line made clear and safe; and he must, as soon as practicable, take steps to report the obstruction to his superior officer.

Signals in case of obstructoin.

162. Whenever any train or engine is timed to run, or from any cause is expected to run, on any portion of a line later than sunset and before sunrise, the signal lamps must be used lighted at sunset. During twilight in the mornings and evenings, both the day and night signals must be used. The signal lights must not be put out until broad daylight, except under instructions from an authorized officer.

Signal lamps to be lighted at sunset. Same as Rules 8 and 140.

In foggy weather, when the day signals cannot be seen plainly, the signal lamps must be lighted, and kept burning and at such times both the day and night signals must be used.

Foggy weather.

163. If a Signalman or Pointsman observe anything wrong or unusual in a passing train, he must report the circumstance to his superior; but if it is of such a nature as to involve danger to the train or the public, he must at once take all practicable steps to stop the train.

Passing trains to be observed.

SECTION VIII.

GUARDS.

164. Every Guard must be at the station from which he is to start at the time appointed for his attendance, and must have with him a copy of these regulations and of the working time-tables of the lines over which he has to run.

Attendance at station.

165. Every Guard must have with him the equipment and stores prescribed by the authorized officer.

Equipment.

166. Guards will receive instructions from the Station Master, or other authorized officer to whom they must apply for anything necessary for the working of their trains.

To receive instructions from Station Master.

167. Guards are responsible that their brakes and lamps are in good working order, and that the lamps are trimmed and lighted and brightly burning between sunset and sunrise, and during a fog; also that the vehicles of the train are in good order, and properly coupled up, and that the cord or other appliance for communication between Guard and Driver, if provided, is in order and properly arranged throughout.

Inspection of train.

168. The train when in motion is under the control of the Guard when there is only one, and of the Head Guard when there are more than one. The passengers and property in the train are under his charge; he is responsible for the safety and regularity of the whole; he must regulate his time-piece in accordance with authorized rules.

Train under control of Guard.

169. When there are two or more Guards or Brakesmen with a train, they must obey the instructions of the Head Guard.

Head Guard to be obeyed.

170. Each Guard must ride in his proper van, and not on the Engine, nor in a carriage or wagon, except under special circumstances.

Guards travel in their vans.

171. The signal for starting a train must be given to the Driver by the Guard upon receiving the necessary authority in accordance with the system adopted for working the Railway. See Rule 126.

To start trains.

172. After each train has left the platform, and before it reaches the distant signal, the Guard and the Driver must exchange signals with each other. This exchange of signals must also be made whenever a train runs through a station without stopping. The Driver must stop if the proper signals are not exchanged.

Exchange Signals.

173. Every Guard when travelling must keep a good look-out, and should he see any reason to apprehend danger, he must use his best endeavours to attract the attention of the Driver and give notice to him of the apprehended danger.

To keep a good look-out.

174. In the absence of special rules to the contrary, when the Driver gives three or more short sharp whistles, or sounds the brake whistle (when a special whistle is supplied for that purpose), or applies the communication, where such exists, the Guard or Guards must immediately apply the brakes.

Driver's signal to Guard.

175. In travelling down steep inclines, Guards must, in order to steady the train, assist the Driver with their brakes if required.

Rear brake on steep inclines.

176. The Guards must not allow any person to ride outside the carriages, nor must they permit any unauthorized person to ride in any compartment or vehicle not intended for the conveyance of passengers, except under special arrangements.

Passengers not to ride outside.

177. Guards must see that the doors of the carriages are properly closed.

Carriage door to be closed.

178. Guards must exert themselves to prevent any breach of the regulations by passengers or others, and report any such breach that comes to their notice.

Guards to prevent breach of rules.

179. Except as provided in Rule 180, when a train has been stopped, from any cause, outside station limits on the double line, the Head Guard must go, or see that a competent person be sent back, shewing danger hand signals, having with him detonators (to be used by day as well as by night) to stop any train approaching on the same line of rails.

Train stopping outside station limits. Same as Rule 240.

The person going to protect the train must place upon the rails, on which the train has been running, two detonators ten yards apart, at a distance of three quarters of a mile on a gradient of one in two hundred and fifty or steeper, falling in the direction of the train, or half a mile on any flatter gradient, or on the level, and he must also, on his way out, place one detonator at half those distances respectively. He must remain exhibiting his hand danger signal at the further distance until recalled by engine whistle, or otherwise, when he must leave down the two most distant detonators, taking up the other on his way back.

On a double line, should both roads be fouled, detonators and hand signals must be used on each line in the manner prescribed, and all trains approaching from either direction must be stopped.

In the case of a single line the train must be protected, in the same manner, in front as well as in rear.

If one, or more, trains approach the obstruction, the train which last arrives must be protected in the rear in the manner prescribed, and when the other train or trains are thus protected in that direction, the person, or persons who protected such other trains, can return, and the intermediate detonators may be removed.

When the mixed gauge is laid, detonators must be placed on each rail, both for the broad and the narrow gauge trains.

On the single line the rear of a train must be protected first, and in cases, on the double line when both roads are obstructed and men are not available to be sent out in both directions at the same time, the Guard must use his discretion as to which road should be first protected.

When necessary a Fireman must be sent out with the signals for the protection of the train.

Should the stoppage occur to an engine not attached to a train, the Driver must take the prescribed precautions for its protection.

On the double road, should both lines be fouled, the Driver must aid the Guard, and at once display a "Danger signal" to the front, and, if the engine is not disabled, it should be used to convey the person who goes forward to the proper distance.

When starting a train which has stopped outside station limits, the Guards and Drivers must exchange signals. Unless these signals are exchanged the Driver must stop.

Ballast Train, &c.
Same as Rule 241.

180. Ballast or other trains, the working of which requires that they must stop outside station limits, may be protected by special regulations; but unless so especially provided for in each case, they must be protected as prescribed in Rule 179.

Driver not aware of accident.

181. Should an accident to a train cause an obstruction and the Driver run forward without being aware of it, the Guard must take steps in accordance with Rule 179 to protect either or both lines as may be necessary.

Portion of train left on Main Line.
Same as Rule 243.

182. When a portion of a train is left on the line outside station limits from accident or inability of the engine to take the whole forward, the Guard must put down the brakes and carefully secure the rear portion, so that it will remain stationary, and it must be protected in the manner prescribed in Rule 179. The Driver must not return for the second portion on the same line except upon written instructions from the Guard, and if, upon the double road, no such written instructions are given, the engine must return upon the proper line under the rules of the system adopted for working, and cross at the nearest points to the rear of the part left, which he must work to a station or siding where he can again shunt to the front of the train. If it is necessary for the engine to return to the rear portion of the train on the same line, the Driver must, before starting with the front portion, obtain from the Guard the necessary written instructions authorizing him to do so, and the Guard must in such cases continue to protect his train in the rear, and must not permit a following train to move it.

When there are two Guards with a train so divided, the second Guard, or, if there is only one Guard, the Fireman, must if practicable, and safe to do so, ride upon the last vehicle of the front portion until it is placed in a siding.

Engine not to push train.
Same as Rules 6 and 246.

183. No engine shall be allowed to push a train or portion of a train, or fuel truck, unless within station limits, or under special instructions.

Shunting operations to be protected.
Same as Rule 120.

184. No engine or vehicle must be shunted or moved so as to obstruct the main line, until the proper signals have been exhibited in one on both directions, as may be necessary; and care must be taken when the main line is about to be obstructed after a Distant Signal has been placed at "Danger" for the purpose of protecting it, that sufficient time is allowed to elapse for any approaching engine or train (which may have been near to or within such signal before it was so placed at "Danger") to pass before the obstruction takes place.

Train parting.
Same as Rule 242.

185. Should any part of a train become detached when in motion, care must be taken not to stop the front part before the rear portion has been stopped, and the rear Guard must promptly apply his brake to prevent a collision with the front portion.

To report accident.

186. In the case of accident or obstruction to trains the Guard must take steps to report in the quickest possible manner to the nearest Station Master, and if the telegraph be injured, or if there be no telegraph, the report must be sent to the Stations on both sides. See Rule 131.

Lamps of shunted trains.

187. When a train is shunted for another train to pass, the Side Lamps must be reversed, or so disposed of as not to exhibit the Red Light to a following train.

Fly shunting.
Same as Rules 123 and 258.

188. Fly shunting of vehicles against loaded passenger trains, or of vehicles containing passengers or live-stock, is strictly prohibited.

189. Should a Guard observe any irregularity in the working of signals, or any obstruction on the line, or any defect in the signals, works, permanent way, or telegraph, he must report the same at the first station at which the train stops, and also in his journal: and must further report any unusual circumstance which he may have observed during the journey. But should the circumstance involve danger, he must use every endeavour to stop the train at the next station or signal box in order to report it.

Irregularity in working of signals to be reported.

Defective signals to be reported.

190. Except at places specially exempted upon each Railway, the absence of a Signal at a place where a Signal is ordinarily shewn, or a Signal imperfectly exhibited, must be considered a Danger Signal and treated accordingly, and the fact reported to the Station Master.

Absence of signal.
Same as Rules 79 and 258.

191. Every Guard must make himself acquainted with all instructions requiring his attention on those parts of the line over which he has to work.

Guard's orders.

192. A brake must be placed at the rear of every train unless special instructions are given to the contrary.

Brake on trains.

193. When a passenger or mixed train has come to a stand at a station— whether alongside, beyond, or short of the platform— the Driver must not move it for any purpose whatever, except upon instructions from the Guard under orders from the person in charge of the Station. The signal for the train to again move must not be given by the Guard until he has satisfied himself that no passenger is getting into, or out of, the train, and that all the carriage doors are closed. Before moving his train, the Driver must sound his whistle sharply and distinctly.

Train overruns or stops short of a station.
Same as Rules 109 and 254.

194. The Guard must take care that passengers enter the proper carriages for the places to which they are booked, and that no passenger is allowed to leave train for the purpose of re-booking by the same train with a view to evade payment of the proper fare.

Re-booking by same train.

195. Should a vehicle be attached to, or detached from, the rear of a train at an intermediate station, the Guard, or if there be more than one, the Guard in the rear van, must see that the Tail and Side Lamps are in their proper places on the train.

Tail and Side Lamps.

196. Should complaint be made of the running of any carriage, the Guard must report it to the Station Master, and enter the particulars in his journal, giving the number and class of carriage; but if the Guard has reason to apprehend danger from such carriage before it can be inspected, he must have it detached from the train.

Defective Carriages.

197. No carriage door shall be opened while the train is in motion.

Door to be closed.
Same as Rules 22 and 108.

198. When ladies are travelling alone the Guards are to pay every attention to their comfort; and in placing them in the train they must, if requested, endeavour to select a carriage (according to the class of their tickets) in which other ladies are travelling.

Ladies.

199. The Guard must not allow any passenger or parcel to be conveyed by the train unless properly booked; and, if he has reason to suppose that any passenger is without a ticket, or is not in the proper carriage, he must request the passenger to shew his ticket, reporting to the Station Master, or person in charge, any irregularity he may detect. When a passenger is desirous of changing from an inferior to a superior class of carriage, on payment of the difference in fare, the Guard must have this arranged by the Station Master or person in charge. See Rules 134 and 138.

Proper booking, &c.

200. The windows and lamp-holes of all empty compartments must be closed not only while the carriages are standing at stations, but also when the trains are running. See Rule 125.

Windows of empty compartments to be closed.

201. In case a train may have to stop between stations, to take up or put down material, the permission of the Station Master of the last station before the stoppage has to be made must be obtained before the train leaves such station. The Station Master must take care to give all necessary instructions.

Train working between stations.
Same as Rules 133, 279 and 315.

202. No person suffering from an infectious disease shall enter a railway carriage or premises without previously notifying to the Station Master that he is so suffering, and obtaining from him permission to enter under special instructions.

Infectious diseases.
Same as Rules 12 and 143.

203. Any one being in attendance on a person suffering from an infectious disease is subject to the same restrictions while travelling by railway as if he himself were suffering from the disease.

Attendants.
Same as Rules 13 and 144.

204. No person suffering from an infectious disease is to be allowed to travel in the same compartment with other passengers, but must take and pay for reserved accommodation, and special precaution is to be taken against the infection being communicated to other persons on the railway premises.

Reserved compartment for infectious diseases.
Same as Rule 145.

205. Any person found suffering from an infectious disease in a railway carriage or in any place on a railway where there is likelihood of the infection spreading, and who has not obtained the permission of the Station Master under Rule 12, is to be removed from the railway premises, and shall, on conviction under section 269 of the Indian Penal Code, be liable to imprisonment for six months, or to fine, or to both, or on conviction under section 270 of the Indian Penal Code, be liable to imprisonment for two years, or to fine, or to both.

Power to remove persons suffering from infectious disease.
Same as Rule 146.

206. If any railway carriage has been entered by a person suffering from an infectious disease, such carriage must be disinfected immediately after it has arrived at its destination, and no passenger shall be allowed into it until the disinfection has been completed.

Disinfection of carriages.
Same as Rule 147.

207. Prisoners and persons afflicted with insanity must not be allowed to mix with other passengers, but must be placed with their escort in a prison-van or separate compartment upon reserved accommodation being paid for.

Prisoners and insane persons.
Same as Rule 148.

208. In the event of any passenger being drunk or disorderly, or causing annoyance to others the Guard is to use all reasonable means to stop the annoyance ; failing which, he must, for the safety and convenience of all, have him removed from the train at the first station, and the offender is liable to prosecution under the Railway Act.

Disorderly passengers.

209. The Guard in charge must satisfy himself before starting, and during the journey, that the train is properly loaded, marshalled, coupled, lamped, greased or oiled and sheeted, that lashings and chains are secure, also that the brakes are in good working order, and, as far as he can ascertain, that the train is in a state of efficiency for travelling, and has the proper signals attached to it. He must carefully examine the loading of any vehicles he may attach on the way, and should any vehicle become unsafe from the shifting or derangement of the load, he must, at once, have the load re-adjusted, or the vehicle removed from the train.

Duties of Guard in charge.

210. When from any cause a train has been brought to a stand on the line, where the line is not level, and it is necessary for the engine to be detached from the train for the purpose of attaching or detaching vehicles, the Guard must before the engine is uncoupled, satisfy himself that the van-brakes have been put on securely, and, as an additional precaution, must pin down a sufficient number of other brakes, or carry out such other instructions as may be prescribed. See Rule 122.

Attaching and detaching vehicles.

When the line is level, the van-brakes must be put on securely.

Where line is level.

211. Before attaching any travelling crane, the Guard must see that the jib is properly lowered and secured. It must, when practicable, be so placed that the jib will point towards the rear of the train.

Travelling cranes.

212. When the jib of a crane or a load projects beyond its truck, whether standing in a yard or on a running train, it must be protected by a dummy, which dummy may be loaded.

Dummy Wagon. Same as Rule 118.

213. Guards must not leave their trains until they have been properly handed over.

Delivery of train.

SECTION IX.

Drivers and Firemen.

214. Drivers and Firemen must be with their engines at such time before starting as the Locomotive Superintendent may require, and must satisfy themselves that their engines are in proper order.

Attendance.

215. Every Driver must have with him, at all times when on duty, such flags, lamps, tools and other appliances as may be ordered by the Locomotive Superintendent from time to time.

Equipment.

He must also have with him a copy of these Regulations, and the working time-tables in force upon the lines over which his engine has to run.

Regulations and working time tables.

216. No person other than the Driver and Fireman is to ride on the engine or tender without permission from a properly authorized officer.

No unauthorized person to ride on engine.

217. Drivers must always sound the whistle before putting an engine in motion.

Whistle to be sounded.

218. No engine shall be allowed to be in motion outside station limits unless both the Driver and Fireman are upon it.

Engine in motion.

219. Every Driver must make himself acquainted with all instructions requiring his attention on those parts of the line over which he has to work.

Acquaintance with instructions.

220. The Driver must place his engine in front of the train not less than five minutes before the time of starting; after that time, and until the end of the journey, he will receive his orders from the Guard in all matters affecting the starting, stopping or movement of the train; and he must promptly obey all orders or signals given to him, whether by the Station Master or the Guard, so far as the safe and proper working of his engine will allow.

Drivers to receive orders from Guard.

221. The Driver must afford such assistance with his engine as may be required for the formation, arrangement and despatch of his train.

To assist in forming train.

222. Firemen must obey the orders of the Driver in all particulars; and they are held jointly responsible with the Driver for the proper observance of all Rules and Regulations.

Firemen responsible.

223. The Driver and Fireman must, frequently, during the journey, look back and see that the whole of the train is following in a safe and proper manner.

To look back.

224. The signal for starting a train must be given to the Driver by the Guard, but before starting the Driver must have the permission prescribed by the rules of the system adopted for working the line and must satisfy himself that the line before him is clear, and he must sound the whistle.

Starting.

225. No engine shall enter upon or cross the main line without the permission of the person in charge of the points and signals, and the Driver must satisfy himself that the proper signal has been exhibited.

Protection of main line.

226. The Driver must, before starting, see that his lamps are in good order, and that his engine carries the proper distinguishing lights, or other indicators of the train. At and after sunset, and during foggy weather, he must have the necessary lamps lighted. He is responsible that they are always in proper order and trimmed, and that, when lighted, they burn brightly.

Engine-lamps.

227. The Driver must keep a good look-out all the time the engine is in motion, and Firemen must also keep a look-out, when not necessarily otherwise engaged.

Look-out.

228. The Driver and Fireman must carefully observe all signals ; and when from fog or storm or any cause, the fixed signals are not visible, as soon as usual, every possible precaution must be used, especially in approaching stations and junctions, so that the train can be stopped short of any obstruction, should the signals be against it.

In foggy weather and storms.

229. The Driver must regulate the running of his engine as accurately as practicable, according to the Working Time-table, so as to avoid extreme speed or loss of time.

Speed.

230. No Driver shall run his engine with tender, or any portion of a train, or fuel-truck, foremost (except within station limits), without a written order, or unless, in cases of unavoidable necessity, to be established by the Driver.

Tender foremost.
Same as Rule 9.

231. Station signals are placed at stations, junctions, sidings outside station limits, and signal-boxes, and when at "Danger," no train or engine must pass them, or foul the crossings or points to which they apply, except as prescribed in Rules 233 and 235.

Station Signals.
Same as Rule 70.

232. Station signals at junctions must never be passed when at "Danger" by the train to which the signal applies.

Station signals at junctions.
Same as Rules 71 and 158.

233. Station signals at stations, sidings, and signal-boxes (other than at junctions) must never be passed when at "Danger," unless the Driver is signalled past by hand by a person duly appointed by an authorized officer.

Station signals other than at junctions.
Same as Rules 72 and 159.

234. When a distant signal is at "Danger," the engine-driver of an approaching train must bring his train to a *dead stop* outside of it, and must then ascertain if the line is clear to admit the train within it. If the line be clear he must at once draw the train cautiously within the distant signal so as to be protected by it, and then stop until signalled into the station in accordance with rules prescribed by the authorized officer. If, however, there is any obstruction on the line so near to the distant signal as to prevent the whole of the train from passing safely within it, the rules for the protection of trains when stopped outside station limits, must be immediately carried out. See Rule 240.

Distant signals.
Same as Rule 76.

235. Station and distant signals apply only to trains or engines running in the proper direction and must not be used for any other purpose. Trains or engines shunting from one main line to another, or shunting into, or out of, sidings connected with the main line, must, unless special signals are provided for the purpose of signalling such operations, be signalled past the station signal, either verbally, or by hand-lamp or flag, as occasion may require ; it being necessary, in such cases, that the danger signal should be exhibited at the station signal, as well as at the distant signal, for the protection of the train or engine so employed.

Station and distant signals apply only to trains running in proper direction.
Same as Rule 77.

236. The Driver and Fireman must pay immediate attention to and obey all signals, whether the cause of the signal being shewn is known to them or not. The Driver must not, however, trust entirely to signals, but must, on all occasions, be vigilant and cautious.

Observance of signals.

237. A detonator explodes with a loud report when an engine passes over it, and the Driver must stop as quickly as possible and then proceed cautiously to the place of obstruction, or until he receives the "All Right" signal. See Rule 84.

Train to be stopped on explosion of detonator.

238. Except at places specially exempted upon each Railway, the absence of a signal at a place where a signal is ordinarily shewn, or a signal imperfectly exhibited, must be considered a danger signal, and treated accordingly, and the fact reported to the Station Master.

Signal imperfectly shewn.
Same as Rule 79 & 190.

239. When, from any cause, an engine, or train without a Guard, is stopped upon the line outside station limits unprotected by fixed signals, the Driver must send his Fireman, or some other competent person with signals, to protect the engine or train during the time it is in such a position in the manner prescribed for the Guards in Rule 240.

Engine without Guard.

240. Except as provided in Rule 241, when a train has been stopped, from any cause, outside station limits on the double line, the Head Guard must go, or see that a competent person be sent back, shewing danger hand signals, having with him detonators (to be used by day as well as by night), to stop any train approaching on the same line of rails.

Train stopping out side station limit.
Same as Rule 179.

The person going to protect the train must place upon the rails on which the train has been running, two detonators 10 yards apart, at a distance of three quarters of a mile on a gradient of one in two hundred and fifty $\frac{1}{250}$ or steeper, falling in the direction of the train, or half a mile on any flatter gradient, or on the level, and he must also, on his way out, place one detonator at half those distances respectively. He must remain exhibiting his hand danger signal at the further distance until recalled by engine whistle, or otherwise, when he must leave down the two most distant detonators, taking up the other on his way back.

On a double line, should both roads be fouled, detonators and hand signals must be used on each line in the manner prescribed, and all trains approaching from either direction must be stopped.

In the case of a single line the train must be protected, in the same manner, in front as well as in rear.

If one, or more, trains approach the obstruction, the train which last arrives must be protected in the rear in the manner prescribed, and when the other train or trains are thus protected in that direction, the person or persons who protected such other trains can return, and the intermediate detonators may be removed.

When the mixed gauge is laid, detonators must be placed on each rail, both for the broad and the narrow gauge trains.

On the single line the rear of a train must be protected first, and in cases on the double line, when both roads are obstructed and men are not available to be sent out in both directions at the same time, the Guard must use his discretion as to which road shonld be first protected.

When necessary a Fireman must be sent out with the signals for the protection of the train.

Should the stoppage occur to an engine not attached to a train, the Driver must take the prescribed precautions for its protection.

On the double road, should both lines be fouled, the Driver must aid the Guard and at once display a "danger signal" to the front, and, if the engine is not disabled, it should be used to convey the person who goes forward to the proper distance.

When starting a train which has stopped outside station limits, the Guard and Driver must exchange signals. Unless these signals are exchanged the Driver must stop.

241. Ballast or other trains, the working of which requires that they must stop outside station limits, may be protected by special regulations; but unless so specially provided for in each case they must be protected as prescribed in Rule 240.

Trains working between stations.
Same as Rule 180.

242. Should any part of a train become detached when in motion, care must be taken not to stop the front part before the rear portion has been stopped, and the rear Guard must promptly apply his brake to prevent a collision with the front portion.

Train parting.
Same as Rule 185.

243. When a portion of a train is left on the line outside station limits from accident or inability of the engine to take the whole forward, the Guard must put down the brakes and carefully secure the rear portion, so that it will remain stationary, and it must be protected in the manner prescribed in rule 240. The Driver must not return for the second portion on the same line except upon written instructions from the Guard, and if, upon the double road, no such written instructions are given, the engine must return upon the proper line under the rules of the system adopted for working, and cross at the nearest points to the rear of the part left, which he must work to a station or siding where he can again shunt to the front of the train. If it is necessary for the engine to return to the rear portion of the train on the same line, the Driver must, before starting with the front portion, obtain from the Guard the necessary written instructions authorizing him to do so, and the Guard must in such cases continue to protect his train in the rear, and must not permit a following train to move it.

Portion of Train left on Main Line.
Same as Rule 182.

When there are two Guards with a train so divided, the second Guard, or, if there is only one Guard, the Fireman must, if practicable and safe to do so, ride upon the last vehicle of the front portion until it is placed in a siding.

244. Drivers must not pass through facing points at a speed exceeding ten (10) miles per hour.

Speed through facing points.

245. In the absence of special rules to the contrary, when a Driver requires the assistance of the Guard's brake, he must give three or more short, sharp whistles, or sound the brake whistle (when a special whistle is supplied for that purpose), and apply the communication, where such exists. See Rule 174.

Signal to Guard.

246. No engine shall be allowed to push a train or portion of a train or fuel truck, unless within station limits, or under special instructions.

Engine not to push.
Same as Rules 6 and 183.

247. When two or more engines are employed in drawing the same train, the Driver and Fireman of the leading engine are responsible for the observance of signals; the Drivers of the other engines must watch for and take signals from the Driver of the leading engine.

Train drawn by more than one engine.

248. On both double and single line between sunset and sunrise and during foggy weather, every train must exhibit a red tail light and two red side lights in rear of the train; and every engine running alone must exhibit at least one Red Tail Light; in both cases Head Lights prescribed by the authorized officer must be exhibited.

Train lights.
Same as Rule 85.

In the case of two or more engines running coupled together without a train, the first engine only must exhibit the prescribed Head Lights and the last engine only must exhibit at least one Red Tail Light.

This rule does not apply to engines and trains doing station work.

249. Whenever on the double line a Driver observes anything wrong on the road opposite to that on which he is running, he must sound his whistle and exhibit a "Danger" signal to any train he may meet, and stop at the first signal-box or station in order to report that which he has observed.

To signal train on opposite line.

250. Whenever on the double line a Driver observes a train following too closely any preceding train on the road opposite to that on which he is running, he must sound his whistle and exhibit a caution or danger signal, as occasion may require, to warn the Driver of such following train.

Following too closely.

251. The Driver must start and stop his train steadily and without a jerk.

To start and stop with care.

He must exercise care in approaching all stations at which his train is required to stop and in passing stations at which he is not required to stop.

In stopping his train he must pay particular attention to the state of the weather and the condition of the rails, as well as to the length of the train; and these circumstances must have due weight in determining when to shut off steam.

252. Should another train be approaching, stopping at, or leaving the station, on the opposite line, or should shunting operations be going on, the Driver must, on approaching and whilst passing through a station, sound the engine whistle.

Use of whistle.

The whistle must also be sounded on entering a tunnel, and repeated in long tunnels.

253. On the double line trains must invariably be run on the left hand road except under special instructions to the contrary.

Trains run on left hand road.

254. When a passenger or mixed train has come to a stand at a station—whether alongside, beyond, or short of the platform—the Driver must not move it for any purpose whatever except upon instructions from the Guard under order of the person in charge of the station. The signal for the train to again move must not be given by the Guard until he has satisfied himself that no passenger is getting into, or out of, the train, and that all the carriage doors are closed. Before moving his train, the Driver must sound his whistle sharply and distinctly.

Trains over-running or stopping short.
Same as Rules 109 and 193.

255. Where the block system is not in operation, no train or engine shall be allowed to follow any other train or engine on the same line within ten minutes, unless it has been ascertained that the preceding train has arrived at the next station in advance.

Interval of time between trains.
Same as Rules 23 and 127.

256. When the line is not worked under the block system, no passenger train shall follow a goods train nor shall a fast goods train follow a stopping passenger train from a station within fifteen minutes, nor even then until the Driver has been properly warned of the time of the departure of the preceding train, and where it will next stop. But in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instructions of the authorized officer.

Following trains.
Same as Rules 24 and 128.

257. Should a Driver observe any irregularity in the working of signals, or any obstruction on the line or defect in the signals, or any defect in the works, permanent way or telegraph, he must report the same at the first station at which he stops, and at the end of his journey he must also report any other unusual circumstance that he may have observed.

But should the circumstance involve danger he must stop at the next station or signal-box in order to report; and should it be necessary for the safety of the traffic he must stop at once.

Defect in roads or signals.

258. Fly shunting of vehicles against loaded passenger trains, or of vehicles containing passengers or live-stock, is strictly prohibited.

Fly shunting.
Same as Rules 123 and 188.

259. If an engine is running without a Guard, the Driver is responsible for carrying out all rules and for taking all necessary precautions which the Guard is required to observe for the safe working and protection of trains.

Light engine.

260. Should a Driver observe a train or engine obscured by steam or smoke, on the opposite line to that on which he is travelling or on a siding, he must sound his whistle and approach it cautiously, so as to be able to stop if necessary.

Train obscured by steam.

261. A green flag or a green light exhibited by Platelayers, indicates that speed must not exceed fifteen miles an hour, or such lower speed as may be ordered, over the portion of line protected by such signal.

Platelayer's signals to reduce speed.
Same as Rule 274.

262. Shunting engines employed in station yards and sidings must after sun set and in foggy weather, carry the prescribed head and tail lights.

Lights on shunting engines.

263. After taking water from tanks or water columns, Drivers must be careful to leave the hose or water crain clear of the main line and properly secured.

Water columns.

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264. The Driver when on duty at stations or on the line must not leave his engine unless it is absolutely necessary for him to do so, and, under no circumstances, without a man being left in charge of it.

Driver leaving engine.

265. Drivers with trains or engines must run within the limits of speed fixed for the section of the line upon which they are running.

Speed.
Same as Rule 29.

266. Drivers with engines or trains must not make up between any two stations more time than is allowed to be made up in that distance by an authorized officer.

Making up time.
Same as Rule 30.

SECTION X.

Inspectors, Platelayers, Gangers, and others employed on the Permanent Way.

267. The Inspector or person in charge of each district of the line will be held responsible for the condition of the permanent way and works in his district. He must keep an account of all materials used, and must see that none are wasted. He must also report promptly to the Engineer in charge of the district all accidents, and all defects in the road or works that may interfere with the safe running of trains.

Duties of Inspectors.

268. In each gang of platelayers or men repairing the permanent way, there shall be a Foreman, Ganger or Maistry; and the Inspector of permanent way for the district must take care that every such man in charge of a gang is provided with a copy in the vernacular of the section of these Regulations which relates to his duties, also with proper signals, a permanent-way gauge, and all necessary tools, which he must inspect at least once a month and ascertain that the gauges are correct, and the tools and signals are in good order, and that no articles have been lost.

Foremen.

269. Each Foreman, Ganger or Maistry is responsible that the subordinates working under him are acquainted with all the rules relating to their respective duties.

Rules to be explained.

270. Each gang of platelayers or laborers must be supplied by the Inspector of permanent way for the district with two sets of flag signals, two hand signal lamps, and a proper number of detonators. Each Ganger will be held responsible for having his signals constantly in proper order and ready for use.

Lamps and signals to be supplied.

271. The Inspector must take care that all Regulations are observed and report any departure from them to the Engineer.

Observance of Regulations.

272. Each Inspector must have a register of the name and place of residence of all the Foremen and Gangers employed in his district, so that, in case of accident he may be enabled to call upon them to summon their men immediately to assist in any way that may be required; and should any obstruction take place, caused by slips or other sudden emergency, each Foreman or Ganger must immediately collect the men required.

Register of names.

Must summon men.

273. The signals to be used by the men engaged in repairing the permanent way or red and green flags and hand lamps and detonators. The flags must be used during daylight, the lamps after sunset and in foggy weather, and the detonators when necessary, by day and night.

Signals.

The red and detonating signals indicate "Danger," and must be used only when it is necessary to stop a train. The green signal indicates "Caution," and must be used when it is necessary to slacken the speed of a train.

274. A green flag or a green light, exhibited by Platelayers, indicates that speed must not exceed fifteen miles an hour, or such lower speed as may be ordered, over the portion of the line protected by such signal.

Signal to reduce speed.
Same as Rule 261.

275. The permanent-way staff or others must not put in points and crossings without the written authority of the Engineer in charge of the district, and must not begin or perform any operation which will involve danger to trains or traffic without the previous permission of the Permanent-way Inspector, or other authorized competent person, who must himself be present to superintend such operation, and who is responsible that all necessary signals are shewn and other precautions taken as prescribed in Rules 276 and 277, as the case may be, before the commencement of work, and that such signals and precautions are continued until the line is again clear for trains or traffic. But in cases of emergency when it may be necessary for safety to replace or turn any rail or otherwise obstruct traffic before the Inspector can arrive, the Ganger or other person in charge of the gang must take all necessary steps to protect trains and traffic as prescribed in Rules 276 and 277.

Permission of Inspector to commence work.

276. When it is necessary within station limits to change or turn a rail, or in any manner to obstruct the line, or to do any work of a character to make the exhibition of a signal necessary, the permission of the Station Master must be first obtained by the Foreman, Platelayer, or Ganger, and the work must not be commenced until all necessary signals have been placed at "Danger," and the signals must remain in that position until the Station Master, or Ganger, is informed by the same Platelayer that the line is again clear and safe for traffic.

Work in station limits.

The Platelayers must, in addition, protect their operations by hand signals.

277. When outside station limits a rail has to be taken out, or the line is not safe from any cause, a "Danger" signal must be exhibited, and two detonators placed on the line, ten yards apart, at a distance of at least three-quarters of a mile on a gradient of one in two hundred and fifty or steeper, falling in the direction of the obstruction, and half a mile on a flatter gradient or on the level, in rear of the place of obstruction on the double line, and in both directions on a single line; and hand signals must also be exhibited at the place where the work is being done.

Work outside station limits.

278. Platelayers and laborers must not, except in case of emergency, or as provided in Rule 276, avail themselves of the Fixed Signals, and must, in all cases, use their own special signals for their own purposes.

Fixed Signals not to be used.

279. In case a train may have to stop between stations to take up or put down material, the permission of the Station Master of the last station before the stoppage has to be made must be obtained before the train leaves such station. The Station Master must take care to give all necessary instructions.

Ballast train working between stations. Same as Rules 133, 201, 315.

280. When repairing, lifting the line or performing any operation so as to make it necessary for a train to proceed cautiously, the Foreman or Ganger must send a man back at least a quarter of a mile and as much further as the circumstances of the case render necessary, to exhibit the "Caution" signal so as to be plainly visible to the Driver of an approaching train.

Signals when repairing line.

281. In no case, except when absolutely necessary, is a rail to be displaced or any other work to be performed, by which an obstruction may be made to the passage of the trains during a fog or storm; and the times for effecting repairs which involve the stopping of trains must, as far as practicable, be so selected as to interfere as little as possible with the passage of the traffic.

Rails not to be displaced in fog.

282. A lorry or truck, loaded or empty, used for conveying materials, must be taken in the same direction as that in which the trains run on double line, and must be followed at a distance of not less than half a mile by a man with Danger hand-signals and detonators. In the case of a single line where trains run in both directions, the lorry or truck must be protected in both directions.

Protection of lorry or truck on line.

On no occasion must a lorry be run in the wrong direction on a double line.

283. No lorry, used for the conveyance of material, or trolly for the conveyance of men, may, in any case, be placed on the line, except by the authorized person who is responsible for its proper protection and use according to the rules in force on the Railway.

Responsibility for lorries.

Security of lorry.

284. No lorry or trolly shall, under any circumstances, be attached to a train, and all lorries and trollies, when not in use, must be taken off the rails, placed well clear of the line, and the wheels secured with chain and padlock.

Main line to be clear.

285. No Ballast train, wagon, truck, lorry, or other impediment shall be allowed to be on any part of the main line within ten minutes of a train being due, except on lines worked on the block system when the time must not be less than five minutes ; and excepting in cases of accident, or absolute necessity, all repairs must be effected, and the line made clear and safe for the passage of trains not less than ten, or five, minutes, as the case may be before a train is due. See Rule 317.

Ballast train.

286. All persons in charge of Ballast trains must obey the orders of Station Masters so far as relates to the time of their running on the line, and no Driver of a ballast train must leave a siding without the necessary permission.

Guards.

287. Guards of Ballast trains are responsible for carrying out Rules 179 and 180, and all other regulations prescribed for Guards for the protection of trains.

Ballast trains not to work during fog.

288. Ballast trains must not work between stations in a fog except when authorized under special circumstances, and no Ballast train, wagon, truck, or lorry must be run, if it can be avoided, except during daylight, and when the weather is sufficiently clear for a signal to be distinctly seen at a distance of half a mile. But when necessary to run a Ballast train at night, or during a fog, it must be protected by the prescribed lights. See Rule 313.

Accident or failure of works.

289. Any accident to a train or engine, or failure of any part of the works affecting the safety of the line, must be reported as soon as possible to the nearest Inspector of permanent way and to the Station Masters on both sides of the point at which the accident or failure has occurred.

Road to be inspected.
Same as Rule 26.

290. Every portion of the permanent way must be inspected daily on foot by some authorized person responsible for its condition ; and bridges and all other works (including signals and signal wires) must be regularly inspected in accordance with rules laid down by the authorized officer.

Defects of wires, &c.

291. Each Foreman, Ganger or Maistry must report to the Inspector of permanent way when any telegraph post appears to be in an unsafe state, or any of the signal or telegraph wires are broken, slack, entangled, or touching each other or any building. He must also see that all grass, creepers, boughs of trees, and rubbish are removed from the wires.

Where the maintenance of the telegraph posts and wires is under the control of the Government Telegraph Department, the removal of grass, creepers, boughs of trees, and rubbish will be carried out by the Government Telegraph Officers, and all reports of defects in posts and wires should be made to the officers of that Department by the Inspector.

Lifting permanent way.

292. In lifting the permanent way, no lift must be greater than three inches at once, and then it must be effected in such a manner as not to occasion any sudden change of gradient. Both rails must be raised equally and at the same time, and if possible the ascent must be made in the direction in which the trains run.

Ballast thrown up.

293. No Ballast shall be thrown up to a higher level between the rails than three inches on the 5 feet 6 inch gauge, and not higher than rail level on the metre or other narrow gauge, and it must be thrown as much as possible on the outside of each line, or between the two roads. The rails must be kept clear of gravel, ballast, or any other material.

Wagons in sidings.

294. No vehicle shall be left in any siding outside station limits without the wheels being properly secured, clear of all running lines.

Blasting.

295. No blasting shall be allowed on or near to the Railway, without the authority of the Engineer in charge.

296. Gangers must close and fasten all gates they find open, and report the circumstances.

Gates to be closed.

297. Each Foreman, Ganger or Maistry must, in the event of a flood, carefully examine the action of the water through the culverts and bridges on his length of line; and should he see any cause to apprehend danger to the works, he must immediately exhibit the proper signals for the trains to proceed cautiously, or to stop, as necessity may require, and inform the Inspector thereof; and until the Inspector arrives he must take precautionary measures for securing the safety and stability of the line.

Works in floods.

298. In the event of any fire upon or near the line, the men employed on the line must take immediate measures for putting it out.

Fire.

299. Gangers must keep clean the working parts of points and signals, unless the duty is otherwise specially provided for.

Cleaning of points and signals.

300. Each Foreman or Ganger must keep his portion of the line clear and safe, and the fences in repair; and if any sheep, cattle, or other animals be on the line or within the fences, he must immediately remove them, and report the circumstance to the Inspector of permanent way.

Line to be kept clear.

301. Foremen or Gangers must see that all broken chairs, rails, sleepers, or other defective materials, are removed from the road with the least possible delay, and sound material substituted.

Defects.

All tools, rails, sleepers, pieces of iron or wood, or other implements or materials must be carefully placed so as to be quite clear of the line, and not within three feet of the rails.

Materials clear of rails.

302. Each Inspector of permanent way will be held responsible for the security of all rails, chairs, sleepers, and other permanent way materials, in his district. They must be kept clear of both lines and properly stacked.

Custody of materials.

303. Each Foreman or Ganger is responsible on his own length of line for the security of tools and implements supplied to him.

Custody of tools.

304. When a train is approaching, Platelayers and laborers must stop work and stand clear of all the lines.

Platelayers to stand clear.

305. Each Foreman or Ganger will be responsible for collecting any coupling chains, hooks, pins, iron, or other materials which may be found on the line, and for having them conveyed to the nearest station.

Materials found upon line.

306. All luggage, goods, or articles found on the line, must be taken to the nearest station, and a report made containing the best information that can be obtained respecting the train from which they may have fallen.

Articles found on line.

307. Gangers and others employed on the line must order off the Railway all trespassers, who, if they persist in remaining, may be immediately removed from the Railway by any Railway servant or by any other person.

Trespassers.

SECTION XI.

Regulations for Ballasting.

Ballast train Rules.

308. Ballast trains must, except where specially exempted, be worked under the same rules and regulations as other trains.

Guards.

309. Guards and Brakesmen of Ballast trains shall be experienced men selected from the train Guards.

To accompany train.

310. A Guard or Brakesman must accompany each Ballast train.

P. W. men to assist in working signals.

311. The Guard or Brakesman of a Ballast train has authority to require those employed in repairing the permanent way and works to assist him in working signals.

Ballasting.

312. No ballasting is to be carried on except with the permission of the Engineer in charge of the section of the Railway.

Ballast engines not to work at night

313. Ballast trains are prohibited from passing along the main line at night, or in a fog, or during a heavy rain, except when authorized to do so under special circumstances, and then must not move faster than fifteen miles an hour. But when necessary to run a Ballast train at night, or during a fog, it must be protected by the prescribed lights. See Rule 288.

Ballast train to keep clear of traffic trains.

314. The Guard of a Ballast train is held responsible for keeping clear of all other trains. When a Ballast train has to work on the line between two stations, the Guard must, when practicable, arrange with both Station Masters where and when the next train is to be passed.

Train working between stations. Same as Rules 130, 201 and 279.

315. In case a train may have to stop between stations to take up or put down material, the permission of the Station Master of the last station before the stoppage has to be made must be obtained before the train leaves such station. The Station Master must take care to give all necessary instructions.

Authority to leave station.

316. The Guard must, before leaving a station, receive a line clear message with the necessary instructions endorsed upon it, or the usual authority for leaving a station in accordance with the system in force for working the traffic.

Main line to be clear.

317. No Ballast train, wagon, truck, lorry, or other impediment shall be allowed to be on any part of the main line within ten minutes of a train being due, except on lines worked on the block system, when the time must be not less than five minutes. See Rule 285.

Ballast train running through.

318. When the Ballast train is intended to run through from one station to another, without working between them, it must be treated as an ordinary or special train.

Wagons to be secured.

319. When Ballast wagons are left on a siding outside station limits, the Guard must secure a wheel of the wagon nearest to the points of the siding, and he is responsible that the vehicles are properly secured in accordance with rules prescribed by the authorized officer, and that the scotch blocks, were provided, are fastened.

Working outside station limits.

320. Ballast trains, the working of which requires that they must stop outside station limits, may be protected by special regulations; but unless so specially provided for in each case they must be protected as prescribed in Rule 179.

Pushing train.

321. Ballast trains may be run with a pushing engine on a written order, but in such cases the speed must not exceed fifteen miles an hour, or such lower speed as may be ordered.

Coolies.

322. Guards in charge of Ballast trains must, before giving the starting signal, tell the coolies working with the train and riding in the open trucks to sit down.

SECTION XII.

GATEMEN AT LEVEL-CROSSINGS.

Gate signals.

323. All level-crossings of which the gates close across the Railway must be provided with red signal boards, and with lamps shewing red, up and down the line, when the gates are closed across the line. The lamps must be kept lighted from sunset to sunrise and during foggy weather.

Gateman's equipment.

324. Every Gateman must be provided with day and night signals, which he must keep in proper order, reporting immediately any defect he may observe to his superior officer.

Gates open to Railway.

325. Unless specially ordered to the contrary, the gates at all thoroughfares must be kept open for the passage of trains, and securely closed across the thoroughfare, except when required to be open for the road traffic, and must then as quickly as possible be closed again across the thoroughfare. Before opening the gates the Gateman must look up and down the line to assure himself that no train is approaching.

Gates open to roads.

326. Where special authority is given, gates made to close across the Railway may be kept open to the public thoroughfare, except when an engine or train is due or expected, at which time such gates must be closed and fastened across the public thoroughfare ; and until such engine or train has passed, the gates must be kept closed, and no person or thing is to be allowed within them. While the gates are closed across the Railway and open to the thoroughfare, the "Danger" signal must be exhibited both up and down the line. In opening double gates closing across the Railway for an approaching train where there is only one signal lamp to each gate, the half with the signal lamp attached is not to be moved until the other half is shut across the thoroughfare.

Further gate to be first open.

327. The gate towards which road traffic is approaching must not be opened until the opposite gate has been opened, so as to allow it to cross over without stopping upon the line.

Trains to be observed.

328. Every Gateman must take particular notice of each train, and if he should see anything wrong, he must shew a "Danger" signal to the Guard and Driver.

Position of Gateman.

329. In all cases the Gateman, when signalling, is to stand in a position clear of the rails where he can be seen by the approaching Driver.

Knowledge of signals.

330. All Gatemen must have a knowledge of hand signals.

Gates out of order.

331. If any gates or fastenings are out of order, the Gateman must immediately report to his superior officer, and to the nearest Platelayer, in order that the gates may be made safe.

Prevent trespassing.

332. Gatemen are to prevent as much as possible any trespassing on the Railway, and every case of trespass must be immediately reported ; and they are also to report any irregularity in the signals, or their working, or other infringement of the Railway Regulations.

Huts, &c., to be clean.

333. Gatemen must keep themselves, and their clothes and huts, neat and clean ; they must also take care that the channel for the flange of the wheels is always clear before passage of each train ; that the rails and way are clear, and that rubbish is not allowed to accumulate near the hut and crossings.

Obstructions.

334. In the event of the road being from any cause obstructed, the Gateman must do everything in his power by warning approaching trains to prevent accident.

Fixed signals to be tested.

335. At level-crossings where fixed signals are provided the Gateman must satisfy himself of the proper working of his signals both by day and by night, and must report immediately any defect to the Inspector of permanent way or other person in charge of the repair of signals, and also to the Station Master, or other person, under whose supervision he acts.

Fixed signals at crossings.

336. At level-crossings where the block system is not in operation, and where there are fixed signals, the "Danger" signal must be exhibited for at least five minutes after the passing of any train, after which, if the gates are open for the passage of trains, a "Caution" signal must be exhibited for a further period of five minutes.

SECTION XIII.

GENERAL RULES FOR WORKING A LINE ON THE SYSTEM TERMED "LINE CLEAR AND CAUTION MESSAGE" IN RULE 3, SECTION II.

Signals not dispensed with.

337. The working of trains on the "Line clear and caution message" system does not in any way dispense with the use of station distant or other signals whenever nd wherever such signals may be requisite.

338. On a single line no engine with or without a train shall be permitted to leave one station for another until it shall have been ascertained by means of the electric telegraph that the line between those stations is clear of engines and trains coming in the opposite direction, and of all impediments as far as can be known.

Trains may follow one another between stations in the same direction, on both single and double line, under the following rules; and in accordance with Rule 339.

(*a*)—No train or engine shall be allowed to follow any other train or engine on the same line of rails within ten minutes, unless "Line clear" has been received.

(*b*)—No passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train from a station within fifteen minutes; and in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special instructions of the authorized officer.

Caution message.

339. When one train follows another at an interval exceeding the limits laid down in Rule 338, it must run under the authority of a "Caution message," obtained in the manner prescribed in the rules in force on each Railway.

Authority to give line clear.

340. No one except the Station Master or other duly authorized person is to give or seek a line clear or caution message.

Time for seeking line clear.

341. A Station Master must not apply for a line clear message from the station in advance, until he has received advice that the approaching train has left the station in rear.

Driver to obtain written permission.

342. No engine or train shall be moved from any station until the Driver has in his possession a "Line clear," "caution message" or other permission written on the authorized form shewing that he can proceed to the next station. The Driver is to receive this written permission from no other person than the Guard of his own train, and must also receive from him the usual starting signal before moving.

Station Master to hand message to Guard.

343. The Station Master is to hand the written permission to the Guard, who must satisfy himself that it is properly filled up and dated, with the time added and is signed in full and in ink, and that it applies to the particular train or engine for which it is given and received, before handing it to the Driver. The Driver must also satisfy himself on these points before starting.

This written permission is never to be given to the Driver until the train is to start; and when waiting to pass another train, it must not be given to the Driver until the whole of such other train has come in and is clear of the points.

Forms and books.

344. No forms other than those specially provided from time to time for the purpose are to be used in working under this system. And each station must keep the regular books provided for by the working orders in force.

Message cancelled.

345. The leaves of these books are to be progressively numbered in type, and when any message has from any cause to be cancelled, the form to which it applies must also be marked as cancelled both on the form and counterfoil, and must be carefully preserved by doubling it on the counterfoil.

Messages to be numbered.

346. In addition to the progressive printed number every message from each station must be numbered to stations on each side from midnight to midnight, commencing with number one to each station, and this number is to be treated as a portion of the message and entered on the counterfoil.

Number to be quoted.

347. When a message is in reply to another, each station's number must be quoted at the beginning of the message.

Number to be quoted.

348. When the message bears reference to a former message in the same direction, the number of that message must also be quoted at the beginning.

Train to be described.

349. In train messages the engine or train must be distinctly described, as, for instance, "No. 2 Down ballast," "No. 4 Up goods," and so on ; and for every train a separate enquiry and reply must be sent, but an enquiry and reply message must never be sent on one form.

Line clear enquiries.

350. In line clear enquiries the time of arrival of the last train in the opposite direction must always be given. If the train follows another on a caution message, the time of departure of the preceding train must be endorsed on the message.

Cancellation of line clear.

351. After a line clear message has been given and has been subsequently cancelled, no train is to be started in the opposite direction on a single line until a telegram has been received stating that the train for which the line clear had been first given is and will be detained, and that the message has been cancelled.

Message to be wholly written before despatch.

352. No part of any message affecting the passage of trains must be forwarded or acted upon, until the whole is written out, except when an accident may be prevented, or in other case of emergency.

Messages to be signed.

353. Line clear or caution permissions are not to be written out in full or in part, or signed, before they are required.

Form of messages.

354. All messages connected with train working, including line clear authorities, are to be written in ink or other indelible substance, and are also to be signed in full by the Station Master or other authorized person.

Message to be filled.

355. Line clear and enquiry messages must be retained for at least a fortnight.

Telegraph interrupted.

356. In case of failure or interruption of telegraph communication, trains must be worked between stations in accordance with prescribed rules.

SECTION XIV.

RULES FOR WORKING ON THE SYSTEM TERMED "TRAIN FOLLOWING" IN RULE 3, SECTION II.

357. This system is applicable only to double line working.

Applicable to double line.

358. Trains may follow one another in accordance with the following rules.

Trains may follow.

359. No train or engine shall be allowed to follow another train or engine on the same line of rails within ten minutes unless it has been ascertained by telegraph that the preceding train has arrived at the next station in advance.

Interval between trains.

360. No passenger train shall follow a goods train, nor shall a fast goods train follow a stopping passenger train, from a station within fifteen minutes, nor even then until the Driver has been warned in accordance with Rule 362. And in case the distance to the next station in advance exceeds ten miles, the interval must be increased under special orders.

Fast train following.

361. Should a train arrive at a station within the limits of time in Rules 359 and 360, it must be stopped until the prescribed interval has elapsed.

Train to be stopped.

362. When one train follows another before the first has reached the next station, the Station Master must caution the Guard and Driver of the second train, giving them the time of departure of the preceding train. The order to proceed must be given in writing, and an acknowledgment in writing must be obtained from the Driver, the train being stopped out of course if not booked to stop.

Caution to following train.

SECTION XV.

GENERAL REGULATIONS FOR WORKING ON THE SYSTEM TERMED "ABSOLUTE BLOCK" IN RULE 3, SECTION II.

363. The object of the system of Electric Train-signalling is to prevent more than one train or engine being between any two Signal Stations on the same line at the same time. This is accomplished by not allowing any train or engine to leave a Signal Station till the previous train or engine has been signalled clear.

Object.

364. The Block System of train working by Electric Train-signalling does not in any way dispense with the use of out-door and hand signals, whenever and wherever such signals may be requisite.

Out-door Signals.

365. The Special Electric train Instruments, if provided, are exclusively for the signalling of trains, and must not, under any circumstances, be used for conversing nor for any purpose other than block working in strict accordance with prescribed rules, and they must only be used by the person appointed for the duty.

Instruments.

366. On those portions of any Railway which are worked on the Absolute Block System, a train or engine must not be allowed to enter any section until it has been ascertained by telegraph that the section is clear of trains or engines.

Absolute Block working.

Except when otherwise specified, a section is to be understood to be the line between two stations outside station limits.

367. Should there be reason to suppose that from accident or otherwise either or both lines are obstructed, care must be taken to advice other stations concerned so as to prevent trains from entering the section.

Both lines fouled.

368. In the event of any failure of the instruments so that the necessary signals cannot be forwarded and received, trains must be worked under Rule 338, and if telegraph communication is entirely interrupted, trains must be worked between stations in accordance with the prescribed rules.

Telegraph interrupted.

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SECTION XVI.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN STAFF AND TICKET" IN RULE 3, SECTION II.

Signals.

369. The Train Staff and Ticket System of train working does not in any way dispense with the use of outdoor and hand signals, whenever and wherever such signals may be requisite.

Staff Stations.

370. The working Time-tables will contain the necessary information from time to time as to the places which are appointed staff stations.

Staff or Ticket.

371. A Train Staff or Train Staff Ticket must be carried with each train or engine, and without this staff or ticket, no train or engine must be allowed to leave any station.

Staff at Stations.

372. No train or engine shall be permitted to leave any staff station unless the staff for that portion of the line over which it is to travel is then at the station.

Custody of Staff.

373. The person in charge of the station for the time being is the only person authorized to receive and deliver the staff or ticket, and all tickets must be cancelled directly they are handed to him after use.

Staff given to Driver.

374. When a train or engine is ready to start from a station, and no second train or engine is intended to follow before the staff will be required for a train in the opposite direction, it is the duty of the person in charge of the station to give the staff to the Driver, who shall then place it in a conspicuous place provided for that purpose on the engine.

Tickets to Driver.

375. If other trains or engines are intended to follow in succession before the staff can be returned, a Ticket indicating that the staff is following must be given by the person in charge of the station to the Driver of the first train or engine, the staff for the section being shewn to him and so on with any other train or engine, except the last, the staff itself being given to the Driver of the last train or engine, as directed in Rule 374. After the staff has been sent away, no other train or engine must, under any circumstances, leave the station to follow in the same direction until the staff for that station has been returned.

Driver to have staff of ticket.

376. No Driver with a train or engine shall leave a station until he has received the proper staff or ticket for that section of the line over which he is about to travel, and he must not take the staff or ticket from any other than the person in charge of the station for the time being. After receiving the staff or ticket, he must not start until the proper signals have been exhibited, nor when with a train, until a signal has also been given by the Guard. But he must not accept a Ticket in any case unless he sees the staff at the same time in the possession of the person who gives him such ticket. On arriving at the station to which the staff or ticket extends, such staff or ticket must immediately be given up to the person in charge of the station ; and all tickets, so given up, must be immediately cancelled.

Distinguishing mark.

377. Each staff must have shewn upon it the name of the staff station at each end of portion of line to which it applies. The staff, boxes, and tickets for the different portions of the line must be distinguished by different colors.

Tickets.

378. The tickets must be kept in the proper ticket-box fastened by an inside spring, the key to open the box being the staff to which the tickets apply.

Record of tickets issued.

379. The Station Master must keep a record in a book of each ticket issued, shewing the number of tickets and the particular train or engine for which it is issued.

Staff at Station.

380. The staff, when at the station, must not be left in the box, but must be in the safe custody of the Station Master.

381. Drivers must not take the staff or ticket beyond the station at which it ought to be left.

Staff or ticket to be left.

382. When trains are assisted by a second engine in the front, the leading engine must carry the staff or ticket; but when the assisting engine is pushing the train, the train engine must carry a ticket, and the assisting engine the staff, except in cases where the train and assisting engine are travelling over the entire length of line to which the staff applies, and have to be followed by another train or engine, when the train and assisting engine must each have a ticket. When the assisting engine is intended to return to the station from which it started, without running through the entire portion of line to which the staff applies, it must always carry the staff.

Assisting engine.

383. In the event of an engine which carries the staff breaking down between two stations, the Fireman must take the staff to the staff station in the direction whence assistance can be obtained in order that the staff may be at the station on arrival of the engine. Should the engine that fails be in possession of a ticket instead of the staff, assistance must only come from the station at which the staff has been left. But if assistance can be more readily obtained at a station other than that where the staff is, immediate steps must be taken to have the staff transferred to the other end of the section. The Fireman must accompany the assisting engine to the place where he has left his own engine.

Engine carrying staff disabled.

Engine carrying ticket disabled.

384. When a Ballast train has to work between stations, the staff must be given to the Driver in charge of it. This will close the line whilst the Ballast train is at work. The Ballast train must proceed afterwards to one of the staff stations to open the line, before the ordinary traffic can be resumed.

Ballast train at work on the line.

Ballast trains not stopping to work between stations may run with staff or ticket as ordinary or special trains.

Sample form of Train Staff Ticket.

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*Ticket No.*_____

_____ Railway.

TRAIN STAFF TICKET.

DOWN.

*Train No.*_____

_____ *h.* _____ *m. from* _____ *to* _____

To Driver and Guard.

You are authorized to proceed from

_____

To

_____

And the Train Staff will follow.

Train No. _____ *in front left* _____ *h.* _____ *m.*

Signed. _____

Officer in charge at

Date. _____

(Back of Ticket.)

When this ticket is given to the Driver, he must, before starting, see the Train Staff for the portion of line which he is about to enter.

This ticket is to be given up by the Driver immediately on arrival to the person in charge of the station to which he is authorized to proceed, and such person will be responsible that this ticket is *at once cancelled.*

SECTION XVII.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "TRAIN DESPATCHING" IN RULE 3, SECTION II.

This system is not to be extended to any Railway on which it is not now in force, and it is to be understood to be sanctioned only as an "ad interim" arrangement until one of the systems described in Sections XIII to XVI can be brought into use on the Railway.

385. The working of all ordinary trains shall be regulated by Time-tables, and no departure from the regular running shall be made without the order of an authorized officer, and such order shall be conveyed in writing, or in an attested copy of a telegram.

Train run to Time-table.

386. No special train, or Pilot engine, except in case of accident, shall leave a station or pass along the Railway, unless previous notice in writing shall have been given to each station, or notice shall have been sent by electric telegraph, and shall have been acknowledged at every station throughout the distance to which such engine or train is intended to proceed.

Special Train.

387. These rules will not prevent a Locomotive Foreman, or other servant acting in that capacity (should he be unable to communicate with the Traffic Officer in charge of the Division, or, if by so doing, unnecessary time would be lost) from sending, with the concurrence of the principal officer at the station, an engine to assist a disabled train, provided that both have satisfied themselves that there is no danger in such act.

Assisting engine.

SECTION XVIII.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY ON THE SYSTEM TERMED "PILOT GUARD" IN RULE 3, SECTION II.

This system is only to be held as applicable to short Branch Lines.

388. The Pilot Guard will be distinguished by a red dress or badge; and no train or engine shall, under any circumstances, be allowed to run on the line unless it is either accompanied or personally started by the Pilot Guard wearing such dress or badge.

Pilot Guard to start trains.

389. The Pilot Guard will, when practicable, accompany every train; but when it is necessary to start two or more trains from one end of the portion of line under his control before a train has to be started from the other end, the Pilot Guard must furnish the Guard in charge of each train not accompanied by himself with a printed Pilot Guard's ticket, where such are provided, properly filled up and signed, and personally start such train, and must himself accompany the last train. The ticket will apply only to the single journey to the station named on it, where it must be immediately given up to the person in charge of the station, and all tickets so given up must be immediately cancelled.

Pilot Guard, when practicable, to accompany every train.

Exception.

390. The Driver must not start his train without seeing the Pilot Guard. But if the Pilot Guard does not accompany the train, the Driver must not start until he has received from the Guard of his train the Pilot Guard's ticket authorizing him to proceed. A Driver working an engine, unaccompanied by a Guard, must observe the same regulations as herein laid down for a Guard with a train.

Driver to see Pilot Guard.

SECTION XIX.

REGULATIONS FOR WORKING SINGLE LINES ON THE SYSTEM TERMED "ONE ENGINE ONLY" IN RULE 3, SECTION II.

This system is only to be held as applicable to short Branch Lines.

One engine in steam.

391. Only one engine in steam, or two or more coupled together, which are then to be treated as one engine or train, must be allowed to be on the line at one and the same time, except as provided in Rule 292.

Disabled engine.

392. In the case of an engine or train becoming disabled and requiring assistance, or an accident occurring which renders it impossible for the engine to proceed, the Guard in charge must instruct the Driver to keep the engine stationary until his return, and then make the best of his way to the station whence assistance can be obtained, and inform the person in charge there of the circumstances, who will, on receipt of such information, allow a second engine to enter the line. The second engine must be accompanied by the Guard of the disabled engine or train, who must explain to the Driver where, and under what circumstances, the disabled engine or train is situated.

Guard of disabled train.

393. The Guard of the disabled engine or train will be held responsible for the safe and proper working of the line until both engines have left it, and it is again clear.

Absence of Guard.

394. Should an engine without a Guard become disabled, the Fireman, or, if necessary, the Driver, must perform the duties prescribed for the Guard.

ALEX. FRASER, *Major-Genl.*, R. E.,
Secy. to the Govt. of India.